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The Hongkong Telegraph

SATURDAY, MAY 26, 1928. 日八初月四

50c P.M. ANNU.

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PEKING PROTEST TO JAPAN.

MANCHURIA POLICY RESENTED.

CANNOT MAINTAIN ATTITUDE OF INDIFFERENCE.

NINE POWER TREATY.

Peking, May 25. The Foreign Ministry of the Peking Government has issued a reply to the Japanese memorandum of the 18th which detailed Japan's intentions regarding Manchuria. After quoting the memorandum the Chinese Note says:

"Japan's desire to see an early termination of civil strife in this country is, in the opinion of the Chinese Government, exactly in harmony with Chiang Tsao-lin's circular telegram of the 9th inst., advocating the cessation of hostilities, and inasmuch as such a desire is motivated by friendly sentiments, it is deeply appreciated by the Chinese Government."

"On the other hand the Chinese Government can never agree to the proposition that should disturbances develop further in the direction of Peking and Tientsin so as to affect Manchuria, the Japanese Government may be constrained to adopt appropriate and effective measures to cope with the situation."

No Question of Peace.

"The Chinese Government hereby emphatically declares that inasmuch as Manchuria and Tientsin are Chinese territory and as any violation of the integrity thereof would involve China's sovereignty, it cannot maintain an attitude of indifference."

"Whether the localities in question are peaceful or otherwise, the Chinese Government will be responsible for the foreign nationals resident therein."

"It is therefore earnestly hoped that the Japanese Government will, in the light of the regrettable incidents at Tsingtao, be dissuaded from further acts in violation of international law and usages so that the traditional friendly relations between the two countries may be preserved."

Variance With 9-Power Treaty.

Following the publication of this Note to Japan, an Ankuochun spokesman made a statement to Pressmen in fuller explanation of its significance."

He pointed out that the "action contemplated by the Japanese Government was obviously at variance with the two-fold principles enunciated in the Nine-Power Treaty signed at Washington on February 6th, 1922, namely, that the Powers should respect Chinese independence and sovereignty as well as her territorial and administrative integrity and to refrain from taking advantage of the conditions in China in order to seek special rights and privileges."

Since the Japanese intentions are opposed to this principle, the Ankuochun spokesman said, it can only be deeply deplored by the Chinese people.—Reuter.

JAPANESE' MASSED.

15,000 Troops Now In Shantung.

To-day's Naval wireless messages state that there are now 15,000 Japanese troops in Shantung. Practically the whole of the Third Division has arrived in Tsingtao, and this will take up positions along the Tsingtao-Tsinan railway. The Sixth Division is to remain at Tsingtao."

CHEN CHIEN A PRISONER.

Son-in-law Absconds from Kuklung.

Hankow, May 25. It is now reported that Chen Chien, who was arrested during the week, is held prisoner at Wuchang.—Naval Wireless.

Kuklung, May 25. The Commissioner for Foreign Affairs, Lin Tan-lin, is reported to have absconded to Shanghai following the arrest of his father-in-law, General Chen Chien, at Hankow. Conditions on the upper river continue unchanged.—Naval Wireless.

(Continued on Page 10.)

THE ANTI-JAPANESE MOVEMENT.

THREE MEN CHARGED THIS MORNING.

A LEGAL PROBLEM.

Two Chinese, one of whom was staying at a local Seamen's Club, were arrested yesterday for delivering anti-Japanese speeches in the streets. A third man was also taken into custody on a charge of carrying a white banner bearing anti-Japanese slogans.

All three men were charged before Lt. Col. F. Eaves, D.S.O., at the Central Police Court this morning.

C. D. I. Murphy, who prosecuted, informed the Court that the prosecution was undertaken under the Emergency Regulations of 1926.

His Worship pointed out that the accused were charged with the possession of seditious pamphlets and literature, but nothing was mentioned of delivering a speech tending to induce an individual to commit a breach against public order.

C. D. I. Murphy agreed, but explained that the Attorney General and he had, that morning, without success gone into the Regulations with a view to finding a Section applicable to the circumstances of the case. He now applied for a remand to reconsider the position. In the case of the alleged banner-waver, the inscription provided the necessary ground for proceeding.

All three cases were adjourned.

DEATH OF THE REV. DR. FITCHETT.

WELL-KNOWN AUSTRALIAN NOVELIST.

Melbourne, May 25. The death has occurred of the Rev. Dr. William Henry Fitchett, the novelist.—Reuter.

[The deceased, who was an LL.D. of Toronto University, was editor of *Life*, a monthly magazine, and of the *Southern Cross*, a weekly paper. He was Principal of the Methodist Ladies' College, Hawthorn, Melbourne, and President of the General Conference of the Methodist Church of Australia. At one time, he edited the *Melbourne Daily Telegraph*, and he was also well-known as an educationist. He was the author of many novels, educational and religious works.]

AMERICA'S EASY DAVIS CUP WINS.

KONG LOSES IN THREE LOVE SETS.

Kansas City, May 25. In the Davis Cup Competition between America and China today, Hennessey beat Lum (China) by three straight sets, 6-3, 6-1, 6-0.

G. Lott Junr. (U.S.A.) beat Kong (China) in three love sets, 6-0, 6-0, 6-0.

At Montreal, also in the Davis Cup, Crocker (Canada) defeated Toba (Japan) 6-0, 6-2, 4-6, 6-3.—Reuter's American Service.

U. S. TAX REDUCTION.

HOUSE AND SENATE REACH COMPROMISE.

Washington, May 25. The Conference Committee appointed by the Senate and the House of Representatives has fixed a total of \$223,000,000 for the Tax Reduction Bill.

The Senate proposed \$205,000,000 and the House of Representatives \$290,000,000.

The present compromise Bill reduces the Corporation Tax from 13½ per cent. to 12½ per cent., and repeals the Motor Car Tax.—Reuter's American Service.

BETTER WEATHER LATER.

The Observatory forecast up till noon to-morrow is:—Rain at first, improving later.

THE EXTRADITION QUESTION.

CANTON VIEWPOINT EXPLAINED.

PROTRACTED LITIGATION NOT DESIRABLE.

THE STATE'S RIGHTS.

The *South China Review*, published by the Publicity Bureau of the Canton branch of the Central Political Council, has the following observations on the extradition question:

For a number of years the question of extradition between Canton and Hongkong had been quietly and smoothly solved.

In former times, the Governor of Hongkong acted in harmony with the Viceroy of the two Kwangs. After that, the question depended wholly upon the existing relations between Hongkong and Canton.

A year ago there seemed to be quite a willing cooperation between these two places to surrender the criminals. This went on until an amendment was made by the Hongkong Legislative Council so as to remove legal defects arising out of the former antiquated instrument.

Expensive Litigation.

The effect of this amendment became quite prominent when several cases of extradition came up before the Hongkong Court a few months ago. Those cases show clearly what a large room for legal argument is provided by the amendment. Henceforth the matter of extradition will invariably be made a subject of long and expensive litigation, consumption

PEAK TRAM MODES AND MANNERS.

Further letters in reply to "Femina" will be found on Page 9.

Most of the writers criticise the lady's attitude, but "Veronica" backs her up.

certainly not most devoutly hoped for by the members of the Legislative Council when they enacted the amendment.

We do not propose to go into details over the many sound reasons justifying the extradition of criminals. Despite the fact that a criminal in one State need not necessarily continue to have the criminal intent in another State, the opinion is still strong that a State should be obliged to refuse asylum to criminals. This would seem to be opposed to the doctrine held by the Biblical "cities of refuge", but it must be borne in mind that demanding States are very inconsistent.

Matter of Discretion.

In general it may be stated that extradition is a matter of discretion, interest, moral obligation, and right. It goes without saying that every State has a perfect right to exclude or expel whom it wishes. But does that presuppose the right to surrender on demand of another State? We believe that if a State has a right to exclude and expel, it has a perfect right to surrender if it chooses.

The cases that have lately arisen in Hongkong and Macao all dwell at length over this and that technically altogether cumbersome and irrelevant. The intimate relation between States arising out of the general current of international life and commerce does impose an obligation on each to lend every assistance and co-operation in safeguarding this current of life and commerce. As long as criminals escape freely from one border to the other, so long will there be anxiety, hindrance, dissatisfaction, and peril. And it will not do the State the slightest credit to surround extradition with so many possibilities of cumbersome, expensive, and technical litigations.

Delay Undesirable.

Let the properly constituted authority of the State decide carefully on the merits of each case and then

ROGER WETHERED IN FINAL.

MEETS T. PERKINS FOR GOLF AMATEUR TITLE.

FINE GAME PROMISED.

London, May 25. T. Perkins and Roger Wethered will contest the final of the British Amateur Golf Championship at Prestwick to-morrow; the two rounds played to-day decided.

Perkins was scarcely regarded as in the running, but he played steadily throughout and won both his matches to-day with ease. Roger Wethered has been erratic, but occasionally he has shown flashes of brilliance, and he will start favourite.

The sixth round results were:

T. Perkins (Castle Bromwich) beat N. Dickson (Glasgow) by 4 and 2.

E. Tipping (Ashdown Forest) beat J. Lang (Erskine) by 6 and 5.

W. Tulloch (Cathkinbrass) beat A. MacCullum (South Staffs) by the 20th.

Roger Wethered beat Beaumont Pease (Alnemouth) at the 21st.

The semi-finals resulted as follows:

Perkins beat Tulloch by 6 and 5.

Wethered beat Tipping by 4 and 3.

Charity Match.

At Richmond to-day in an eighteen holes golf charity match, Walter Hagen beat Fred Robson (Cooper Beach) by 2 and 1.—Reuter.

PASSENGER STEAMER SURVEYS.

HONGKONG CERTIFICATES RECOGNISED.

An Order by His Majesty-in-Council provides that the survey certificates granted in Hongkong under provisions made by the Legislature of Hongkong for foreign-going passenger steamer shall be of the same force as if they had been granted in the United Kingdom under the Merchant Shipping Act, 1894; also that all the provisions of the third part of the said Act which relate to passenger steamers' certificates shall, without modification, apply to the certificates for foreign-going passenger steamers granted in Hongkong.

It is noticed in the *Gazette* that the required surveys for foreign-going passenger steamer certification can be undertaken in Hongkong. Further information can be obtained at the Harbour Master's department.

BRITISH TENNIS TRIUMPH.

AUSTRALIAN PAIR'S FINE BATTLE.

Paris, May 25.

A great triumph for Britain was registered in the French Hard-court Tennis Championships today, when in the quarter-final of the Doubles, Gregory and Kingsley (Britain) defeated R. Lacoste and Boussus (France) by three sets to one, 6-3, 6-4, 1-6, 7-5.

The Australian pair, Patterson and Hawkes, were eliminated by Cochet and De Buzet (France) after one of the greatest struggles of the tournament.

The Australians won the first two sets, but tired and enabled the Frenchmen to draw level. The final set was keenly contested and went to 22 games before a decision was reached. The scores were:

3-6, 3-6, 6-4, 6-4, 12-10 in favour of Cochet and his partner.—Reuter.

Worcester Responded Poorly, the Whole Side Being Disposed of for 176 Runs.

CAMBRIDGE FAILURE.

Staples Takes Twelve Cheap Wickets.

In a low-scoring match, Notts beat Cambridge by seven wickets at Cambridge. The Varsity, chiefly noted for the strength of its batting, failed badly in both innings on an admittedly treacherous pitch and passed the 100 mark only by a narrow margin.

Staples (S.) did the damage. He took 12 wickets all told or 81 runs. The scores were:

Cambridge U.: 117 and 106.

Notts: 139 and 85 (for 8 wickets).

(Continued on Page 10.)

Dollar on Demand:—2s. 1.5/16d.

Light-up Time:—7.01 p.m.

High Water:—1.49 p.m.

Low Water:—10.16 p.m.

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HARDINGE HITS HUGE SCORE.

BEST OF SEASON IN BAD WEATHER.

HENDREN CONTINUES.

Splendid victories were gained by Middlesex and Kent in County Championships matches concluded yesterday, in spite of inclement weather throughout the country.

Both teams had two centurians, and Hardinge for Kent gave one of the finest displays of his career, hitting 263 runs in a total of 479 and remaining still undefeated when a declaration was made.

His 263 is, we believe, the highest score of his career, the previous best recorded being 249 (not out) in 1922.

"Patsy" Hendren scored 101 (not out) against Worcester, thus scoring his fourth century of the present season, and the 90th of his career.

Results At a Glance.

Middlesex beat Worcester by an innings and 36.

Kent beat Gloucester by an innings and 66.

Northants won on first innings v. Yorkshire.

Surrey v



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REV. LALOR FREE.

HELD PRISONER 13 DAYS IN A HOUSE.

Hanyang, May 17.
The Rev. J. Lalor, captured by bandits 13 days ago to-day and held for \$20,000 ransom, is a free man this morning, back where he started from. He is staying at Yokskow, on the Han River, at a branch of the Columban Catholic Mission with which he is connected.

While anxious emissaries were scouring the countryside seeking a clue to the whereabouts of the bandits, and while troops were on their way, the Rev. Lalor all the while was imprisoned in a house at Kuanyinhu, 15 miles east of Popowian, where a tremendous flood was caused through the collapse of an embankment.

The house was owned by a Chinese, and the man ordered to guard it now is fearing for his life, apprehensive of punishment. He is pleading that he was forced to keep the Rev. Lalor prisoner by the bandits under penalty of losing his own life, and to prove his sincerity, has offered to join the Catholic church with his whole family. This is rather a customary procedure under these circumstances, it is pointed out.

Refused to Ransom.

The bandits finally decided that to retreat was the better part of valour, especially with 2,500 troops on their tracks. They left their captive, and the frenzied guard, not knowing what to do, arranged for the Rev. Lalor to send a message to his mission here.

The Rev. Lalor was not mistreated during his captivity. The bandits were not anti-foreign. They merely had hoped that a foreign captive would pay better ransom than a native, but learned differently. The Hanyang Catholic Mission had definitely decided that under no circumstances would that under no circumstances would a penny tribute be paid, even if the life of the Rev. Lalor had to be sacrificed.

The reason was that if ransom was paid for any foreigner, no matter whom, none would be safe from similar escapades. There are 40 missionaries connected with the St. Columban mission at Hanyang, including the Rev. Lalor, and any ransom for one would probably have meant the kidnapping of all, one by one.

House Off Beaten Track.

The captive house was just off the beaten track, although near where the hunt was taking place. The bandits, it is believed, are political agents who came to this area with the revolutionary army, and who were cast aside when communism lost favour with the populace.

A sigh of relief was breathed last night when the safety of the Rev. Lalor was assured. The case was recalled of a similar kidnapping four years ago, not so far from here, when Roman bandits seized Father Melchotte, who was 60 years of age.

He was taken from place to place by the bandits, and saw them burn farms, despoil households, and pillage. Finally, when it was decided that no ransom would be paid, the leader of the criminals one day alighted from his sedan and deliberately shot the aged captive. In two days he died.

DOCTORS QUARREL.

"HALF BAKED DOCTRINES" OBJECTED TO.

New York, May 25.

Dr. Abraham Flexner, Director of Studies of the General Education Board founded by Mr. Rockefeller, which is empowered to distribute over \$10,000,000 contributed by Mr. Rockefeller, has resigned. Dr. Flexner, who at present is lecturing at Oxford under the Rhodes Trust, recently criticised the London University, in reply to which Dr. Graham Little criticised Dr. Flexner's "half baked doctrines."

Reuter's American Service.

KIDNAPPING CASE.

ONE MAN FREED FOR LACK OF EVIDENCE.

The kidnapping case in which two Chinese named Ah Fook and Choy Lin were charged with detaining a boy 10 years of age against his will, and kidnapping a younger boy under fourteen years of age, was concluded before Major C. Wilson at the Central Magistracy yesterday afternoon. Choy Lin, who was defended by Mr. F. H. Loseby, was discharged through lack of evidence and Ah Fook was sentenced to three months' imprisonment on each of the two charges.

The father of the boys gave evidence of their disappearance and of offering a reward.

In reply to Mr. Loseby witness said the boys' mother was dead but he (witness) had taken a second wife. Witness denied that the boys had run away from home because of improper treatment at the hands of their stepmother.

The Chinese informer spoke of becoming acquainted with the salo of the boys and of informing the parents.

Answering Mr. Loseby witness said he had not yet received his reward but expressed the hope of getting it after the case and spoke of his intention of sharing it with his brother.

Insufficient Evidence.

After police evidence had been given Mr. Loseby said he did not think anything had come out that would affect the magistrate's intimation at the last hearing that he (Mr. Loseby) had no case to answer. The case was one of kidnapping. The boys had made it quite clear that they were kidnapped by Ah Lee. Choy Lin simply travelled in the same train as the boys. The explanation which Choy Lin was willing to give in the witness box, continued Mr. Loseby, was that just as he was boarding the train he saw Ah Lee and the two boys. Ah Lee told Choy Lin that they were his own boys but he was so hard up that he was going to try and sell them. When Choy Lin heard of the true facts he brought the boys back at his own expense and was in fact out of pocket.

His Worship remarked he did not think there was sufficient evidence against Choy Lin and accordingly discharged him.

Ah Fook said that a man named Li Cheung, who claimed the boys as his own, brought them to him (defendant) saying that they were without food and clothes. Defendant earned \$3 on the transaction, \$3 for the bigger boy and \$2 for the smaller boy. Since he (defendant) had been arrested Li Cheung had absconded. "I have been let down by my friend," he added.

Defendant was sentenced to three months' imprisonment on each of the two charges.

King's Bay, May 25.

The "Itala" met with strong head winds on returning from the Pole but is expected to arrive here about noon to-day.—Reuter.

Do You Poison Yourself?

Thousands of people are poisoning their systems by overlooking the duty of daily regularity. Waste matter quickly accumulates, and if it is not expelled daily its poisons are absorbed by the blood. The immediate effects are depression, loss of appetite, and ill-temper. Few people can avoid constipation and torpid liver without the occasional aid of an opening medicine. Fortunately, there are Pinkettes, the dainty laxatives, which are most efficient for cleansing the digestive tract and reviving the liver.

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The Kowloon Golf Club and Happy Valley players, who met in singles and foursomes at Kowloon on Sunday, the former winning. (Photo: A. Leung Studio).



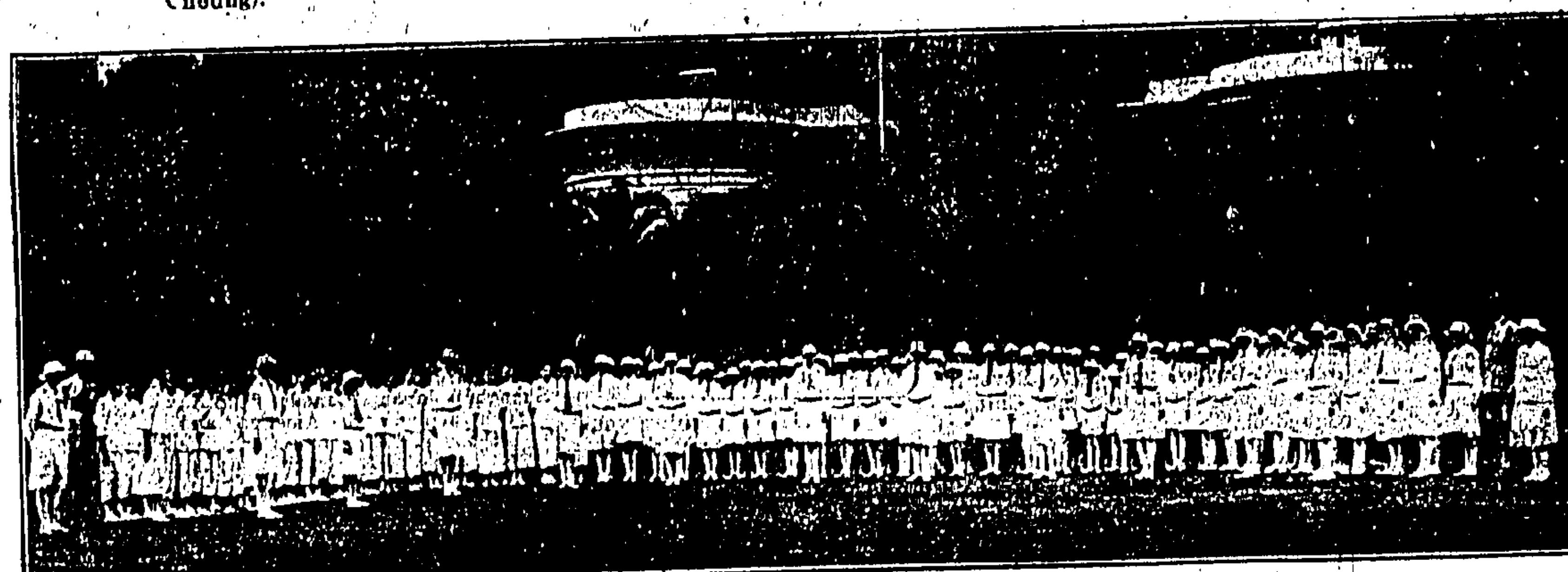
The French aviator, Capt. Costes and Lieut. La Brix, photographed on their arrival in Paris after their wonderful six-day flight from Tokyo. Costes is on the right.



Rowing team from H. M. S. Wild Swan with trophy won in the 1928 Racing Whaler Competition. (Photo: Mee Cheung).



The Wild Swan's football team; winners of the 3rd Flotilla Competition for the 1927-28 season. (Photo: Mee Cheung).



This group of Hongkong Girl Guides was taken in the grounds of Government House on Empire Day, prior to the investiture of Mrs. Remington with the Medal of Merit and the presentation of Colours to the 2nd. and 3rd. Companies. (Photo: Mee Cheung).



H. M. King George as Colonel-in-Chief of the Royal Tank Corps during his recent visit to the barracks at Bovington Camp, Dorset. He is wearing the Corps' black beret.



The German aviators, Hauptmann Koehl (left) and Baron Huenfeld (right), who in the Bremen made the first Atlantic crossing from east to west. They are seen aboard the N. D. L. liner 'München', whose commander, Capt. Wittstein, is seen in the centre.

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295, 300, 301, 305, 306, 315

344, 363

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BANK HOLIDAYS.

In accordance with Ordinance No. 5 of 1912, the Exchange Banks will be closed for the transaction of Public Business on Monday, the 28th, instant.

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MRS. SEKAI

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Hongkong.

New Advertisements.

MEMORIAL DAY.

The Committee of ladies in charge of arrangements for the observance of Memorial Day, and other ladies interested will meet at the American Consulate General, on May 30, 10.00 a.m., and proceed to the Cemetery at Happy Valley to decorate the graves of Americans there.

All Americans and others who wish to take part in this observance should be at the Cemetery not later than 10.30 a.m.

AMERICAN CONSULATE GENERAL

WM. POWELL, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the twenty-seventh Ordinary General Meeting of Shareholders will be held at the Offices of Messrs. Lane Crawford, Ltd., Exchange Building, on Saturday, the 9th June, at 12 o'clock noon, for the purpose of receiving the Report of the Directors' Statement of Accounts to the 29th February, 1928.

The Transfer Books of the Company will be closed from the 31st May, 1928, to the 9th June, 1928, both days inclusive.

By Order
of the Board of Directors,

A. C. HOWELL,
Secretary.

NOTICE.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

With reference to the Notice to Shareholders of this Company dated 8th June, 1927, whereby the FINAL CALL of \$5.00 per share on the New shares was made payable on 15th Day of December, 1927, the General Managers and the Consulting Committee have decided, in view of the conditions prevailing at present, to further extend the time for payment of the Call.

Notice is accordingly hereby given that the date for payment of the Final Call is postponed to 15th day of June, 1928, and that the form of Bankers' Receipt already sent to Shareholders can be used as though the date named thereon were 15th June, 1928.

For the Hongkong Rope Manufacturing Co., Ltd.

SHEWAN, TOWES & CO.,
General Managers,
Hongkong, 8th December, 1927.

THE HONGKONG JOCKEY CLUB.

The Fifth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 26th May, and Monday, 28th May, 1928, commencing at 2.30 p.m. on both days. The first bell will be rung at 2 p.m.

The charge for admission to the Public Enclosure will be \$1.00 per day for all persons, including Ladies.

Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead and Davis, at \$5.00 each per day up to Friday the 25th May, 1928.

The charge for admission for Ladies to the Members' Enclosure will be \$2.00 per day. Each member can obtain upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

Bookmakers, Tic Tac men, etc., will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

CHINA AUCTION ROOMS.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

THE NEW FRIENDLY REMEDY.
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3
No. 1 for Bladder Complaints, No. 2 for blood & skin Diseases, No. 3 for Chronic Weaknesses.
BOTTLED BY LEADING CHEMISTS. PRICE IN HONGKONG.
EXTRA TRADE MARKED WORD "THERAPION" IS ON
BOTTLE. GOVERNMENT STAMP APPLIED TO GENUINE PACKETS.

Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on TUESDAY,

the 29th May 1928, commencing at 11 a.m. at No. 227, Nathan Road (Loy Buildings) Kowloon.

A Quantity of Household Furniture.

Comprising:—Cabinet, Tapestry Covered Easy Chairs, Wicker Chairs, Electric Fans and Radiator, Dining Table, Ice Chests, Kitchen Table and Dresser, Wardrobe, Dressing Tables, Washstands, Iron Bedsteads with Mattresses, Couch and Armchairs, etc., etc.

Catalogues will be issued.

On view from Monday, the 28th May, 1928.

Terms:—Cash on Delivery.

LAMMERT BRO'S.,
Auctioneers.
Hongkong, May 22, 1928.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on TUESDAY,

the 29th May, 1928 commencing at 2.45 p.m. at No. 9, Middle Road, Kowloon.

A Quantity of Valuable Household Furniture.

Catalogues will be issued. On view from Monday, the 28th May, 1928.

Terms:—Cash on Delivery.

LAMMERT BRO'S.,
Auctioneers.
Hongkong, May 23, 1928.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on WEDNESDAY,

the 30th May, 1928, commencing at 11 a.m. at No. 5A, Jordan Road, Kowloon (First Floor).

A Quantity of Valuable Household Furniture.

(Particulars from Catalogue). On view from Tuesday, the 29th May, 1928.

Terms:—Cash on Delivery.

LAMMERT BRO'S.,
Auctioneers.
Hongkong, May 23, 1928.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on THURSDAY,

the 31st May, 1928, commencing at 10.30 a.m. At the Cafe Regent, Pedder Building, Ground Floor.

A Quantity of Furniture and Shop Fittings.

comprising:—Couches, Oil Paintings in Gilt Frames, Desks, Tea Wagons, Carpets, and Runners, Folding Screens, Peel Chairs, Flower Tubs and Plants, Ceiling and Table Fans, Electric Lamps and Shades, Typewriters, Ice Chests, Wine Wagons, Peel Tables, Teak and Tile Top Tables, Teak and Cane Seat Chairs, Wardrobes with Mirrors, Enamelled Bath, Stoves, Wall Clocks, etc.

also

A Large Quantity of Kitchen Gear, Dinner and Tea Crockery, Glass Ware, Cutlery and Linen.

and

One Grand Piano.

On view from Wednesday, the 30th May, 1928.

Terms:—Cash on Delivery.

LAMMERT BRO'S.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on FRIDAY,

the 1st June, 1928, commencing at 11 a.m. at No. 8, Highbury Terrace, Kowloon Dock, Hung Hom.

A Quantity of Valuable Household Furniture.

(Particulars as per Catalogue). On view from Thursday, the 31st May, 1928.

Terms:—Cash on Delivery.

LAMMERT BRO'S.,
Auctioneers.

CONSIGNEES' NOTICES.

THE AMERICAN & MANCHURIAN LINE.

From NEW YORK, and PHILADELPHIA,

The Steamship,

"CITY OF CHESTER" having arrived, Consignees of Cargo by her are informed that all Goods being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 30th May, 1928 will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before 6th June, 1928 or they will not be recognized.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays between the hours of 10.45 a.m. and noon, within the Free Storage period of One Week. No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

THE BANK LINE, LIMITED.

General Agents.

Hongkong, 23rd May, 1928.

CHURCH NOTICES.

Local Services for To-morrow.

WHIT SUNDAY.

St. John's Cathedral, Hongkong, May, 27th 1928. Whit Sunday. Choral Eucharist, 8 a.m. Children's Service, 10.15 a.m. Peak Sunday School, 10 a.m. Matins, 11 a.m. Preacher: Rev. C. Blanchett. Holy Communion, 12 noon. Evensong, 6 p.m. Preacher: Rev. H. V. Koop. Social Evening in Cathedral Hall after Evensong.

Wesleyan Methodist Church, Queen's Road East. Sunday Services: Morning, 10.15 a.m. Preacher: Rev. J. C. Knight.

Anstey. Subject:—"Owning Everything." Evening, 6 p.m. Preacher: Rev. J. C. Knight.

Anstey. Subject:—"The Spirit of Power." Sailors' and Soldiers' Home, Arsenal Street.

Sunday, 3 p.m. Mr. May's Bible Class. 8.15 p.m. Service Men's Hour. Monday, 3 p.m. Ladies' Church Aid Meeting. Wednesday, 8.15 p.m. "Gospel Meeting for Service Men only."

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject, "Ancient and Modern Necromancy, Alias Mesmerism & Hypnotism, Denounced." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of the Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

The Postal Service to Swabia and neighbouring places has now been resumed.

POST OFFICE NOTICE

RADIO NOTICE.

RADIO TELEGRAPH SERVICES are

MRS. DE LEMOS RESTORED TO HEALTH BY POO ON CHINESE HERBS.

Suffered from Complication of Disease—Several Doctors Fail to Give Relief—Poo On Chinese Herbs Give Immediate Relief—Now Well and Strongly Recommends This Simple Treatment to Friends.

Mrs. J. K. De Lemos, who resides at 518 Sixteenth-street, Modesto, California, U.S.A., suffered for many years from a complication of many diseases. Doctors told her she was suffering from heart and lung trouble. After treating with several doctors she finally decided to try the Poo On Chinese Herbs. She says:—"I treated with several doctors, but none seemed to give me any permanent relief. I had been suffering for a long time with catarrh of the head, indigestion, gastritis, constipation, nervous headache and bronchial asthma; and also suffered severe pains in my chest, my heart also giving me much trouble, with pains and at times seemed to stop beating, which seemed to give me fainting and smothering spells. I could not eat anything that would not give me distress, turning sour and forming much gas. I started the Poo On Chinese Herb treatment just in time to save my life. I now consider myself well and am much stronger, and gaining every day. I am able to take care of my household work and can work around the yard without the least discomfort. This cure has been simply wonderful in my case and I have recommended the Poo On Chinese Herbs Treatment to several of my friends who are receiving the most excellent results.

IF YOU ARE SICK, INVESTIGATE AND LEARN THE TRUTH.

Thousands suffering from Catarrh, bronchial troubles, throat and lung trouble; cough, tuberculosis of asthma, hay fever, malaria, stomach trouble, indigestion, constipation, gastritis, piles, diarrhoea, fistula, nervousness, insomnia, obesity, kidney, bladder trouble, Bright's Disease, diabetes, rheumatism, neuralgia, dropsy, pyorrhoea, epileptic fits, paralytic, dizziness, headaches and many other chronic diseases, have been restored to Health and happiness without poisonous drugs or the knife by the Poo On Chinese Herbs.

THE POO ON CHINESE HERBS CO.

YEE FOO LUN, Chinese Herbalist, Managing Director. Over twenty-five years practical experience in America curing the sick with Chinese Herbs.

Main Office: Modesto, California. Hongkong Office: 62A, Queen's Road Central, 1st Floor. Entrance: 66, Queen's Road Central. Office Hours: Daily, 9 a.m. to 12 p.m.; 1:30 p.m. to 5 p.m. Sundays 10 a.m. to 3 p.m. Telephone C. 5003. Evening Hours: 6:30 p.m. to 8 p.m. by appointment only. European Lady in Attendance.

NEW MUSIC

ALL THE LATEST FOX TROTS WALTZES BLUES BALLADS CLASSICS

Etc., Etc.

Come and make your selection.

AT TSANG FOOK PIANO COMPANY.

8, Des Voeux Road, C. (Entrance Ice House Street.) Telephone C. 4648.

A verdict of "Suicide while of unsound mind" was returned at an inquest at St. Pancras on George Ascott (sixty-two), who was found dead at his home in St. Paul's-road, Camden Town, with a garden hose coiled round his body. One end of the hose was close to his mouth and the other was attached to a gas bracket, the tap of which was turned on.

THEATRICAL PUBLICITY.**THE WRONG KIND FOR BUSINESS.**

(By Edgar Wallace.)

I have a very high regard for Press agents, possibly because for nine months I was one myself. But the good Press agents can be numbered on the fingers of one hand. They are peculiarly interesting and hard-working people, who are expected to perform miracles. That in part those miracles are performed at all is due entirely to the extraordinarily generous attitude which the Press adopts towards theatrical ventures.

From time to time one reads bitter outbursts on the part of disappointed managements against the tyranny and unscrupulous vindictiveness of Fleet-street. To say that any bad play would have run, if it had not been for the notices, is as ridiculous as to suggest that a cab horse would have won the Derby if the Press writers had been unanimous in praising him.

Managers have a childlike faith in the power of the printed word. They believe that if their play can only be mentioned in newspaper paragraphs, business will automatically follow. They are easily outraged and depressed by uncomplimentary references to the goods which they are offering for sale; they are unduly elated by extravagant praise, even though they may know the praise is wholly undeserved, and will not be endorsed by the theatre-going public after personal inspection.

Spilling the Illusion. The truth is that certain kinds of publicity are very bad indeed for the theatre, and particularly for the play which has induced that publicity. The theatre-going public is curiously sensitive to the atmosphere of a theatre. When it is announced in the public Press, with or without sensational headlines, that "Miss Blossie Highkick is leaving the cast of 'The Blue-nosed Baboon' owing to a quarrel with the management as to whether she shall wear stockings or appear in her own natural and shapely legs unadorned by silk covering," and that "Miss Dolly Twinkletoes is taking her place," it is quite possible that the news will thrill a section of the public, who take a morbid interest in the covering of legs, and that it will inspire enthusiasm in the breasts of Miss Twinkletoes' followers. They will gather on the first night to howl a welcome, and scenes of the greatest enthusiasm may follow the final curtain fall; but the average man and woman tosses aside the paper and says, with a groan, "Oh, Lord! Don't let us see this show!" The average man has a feeling that

KING JOHN FORESTALLED.**GREAT CHARTER OF 2,000 YEARS AGO.****LAWS OF SHEBA.**

New York, Apr. 29.

Examination of an inscribed stone record found in Southern Arabia reveals that Sheba was the first limited constitutional monarchy. It foreshadowed the British Constitution in a remarkable fashion, "Professor James A. Montgomery, of the Pennsylvania University, informs the American Philosophical Society."

This ancient "Parliamentary document" of Sheba is undated.

Probably it belonged to a period considerably later than that of the Queen of Sheba called "Bal-kis" or "Mnqeda," who visited Solomon early in the 10th century B.C.

Professor Montgomery, indeed, expresses the belief that the newly discovered legislative enactment of Sheba in South Arabia took place not long before the Christian era.

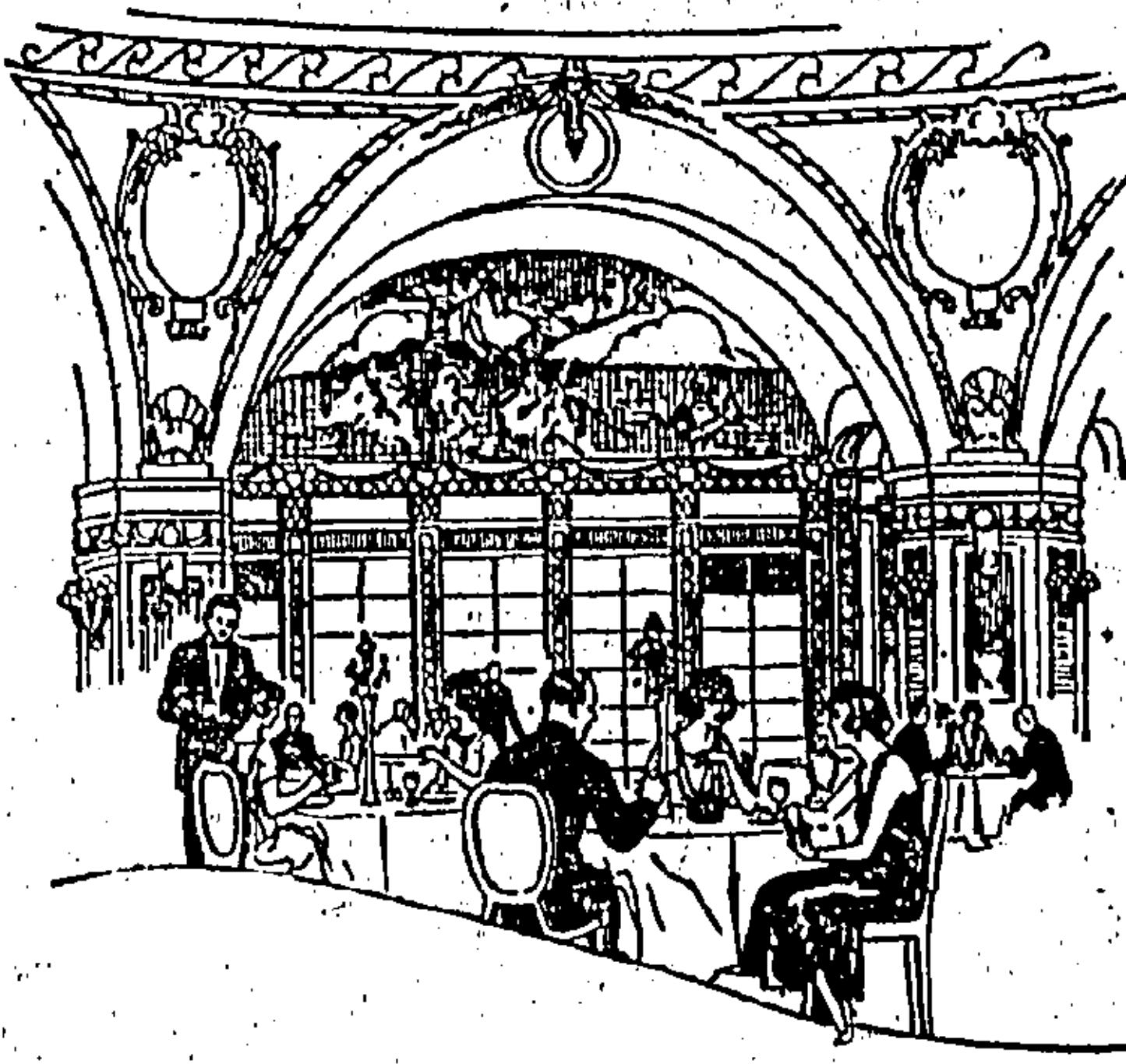
Besides enacting fundamental laws for the realm of Sheba, the document states that the will of the Legislature—or representatives of the Estates of the Kingdom—will have equal force with the decrees of the King of Sheba. As in Simon de Montfort's Day.

The record ordains that the law shall be published "so that he who asks shall find out." This is regarded as a remarkably early anticipation of the English principle.

Since the document refers to two earlier meetings of the Parliament, it is considered as indicating that the constitutional system of government was well established.

It asserts the rights of the Estates of the Realm with a vigour like that of the Magna Charta or the Bill of Rights, and it refers to the "submission and devotion" of Parliament to the law.

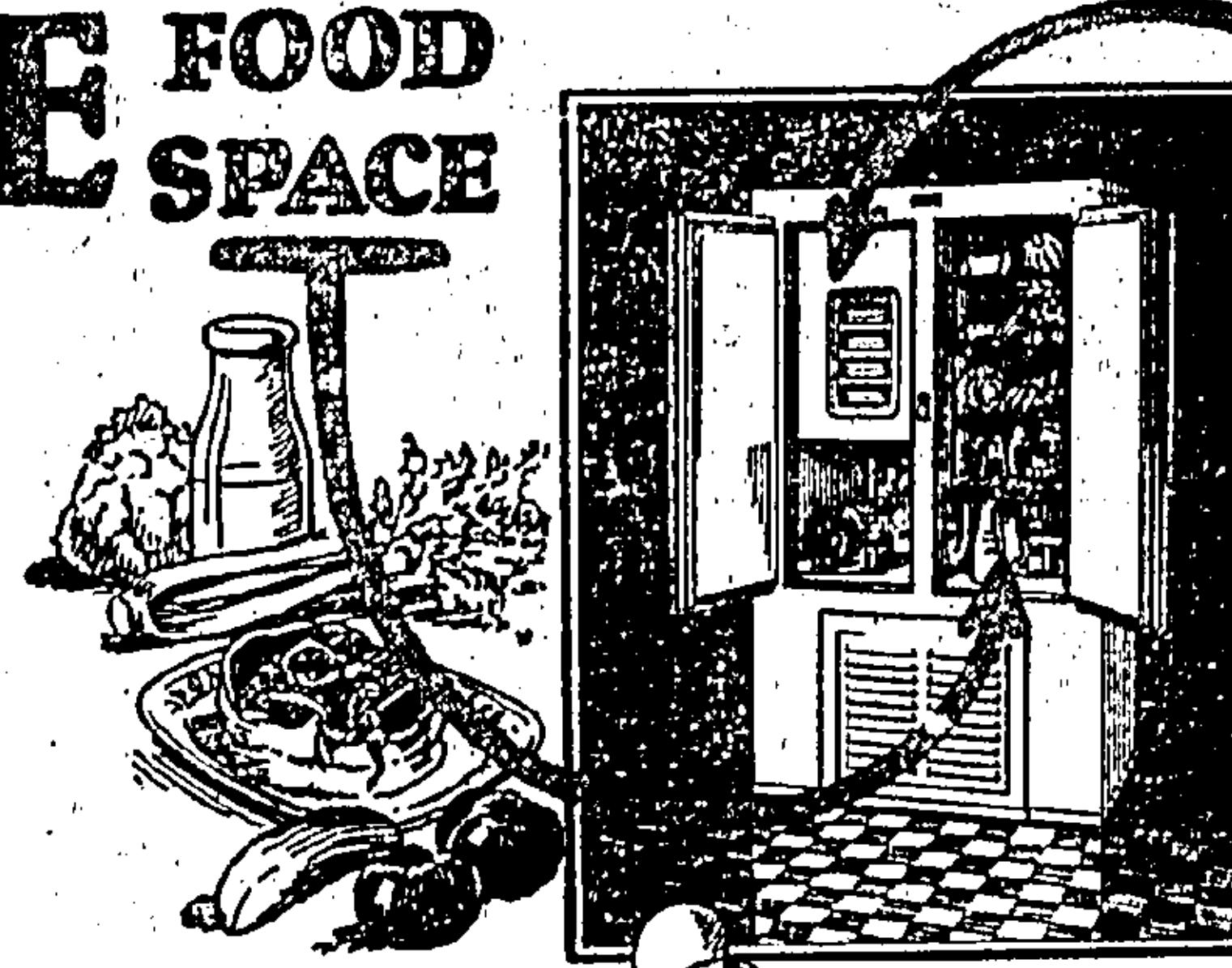
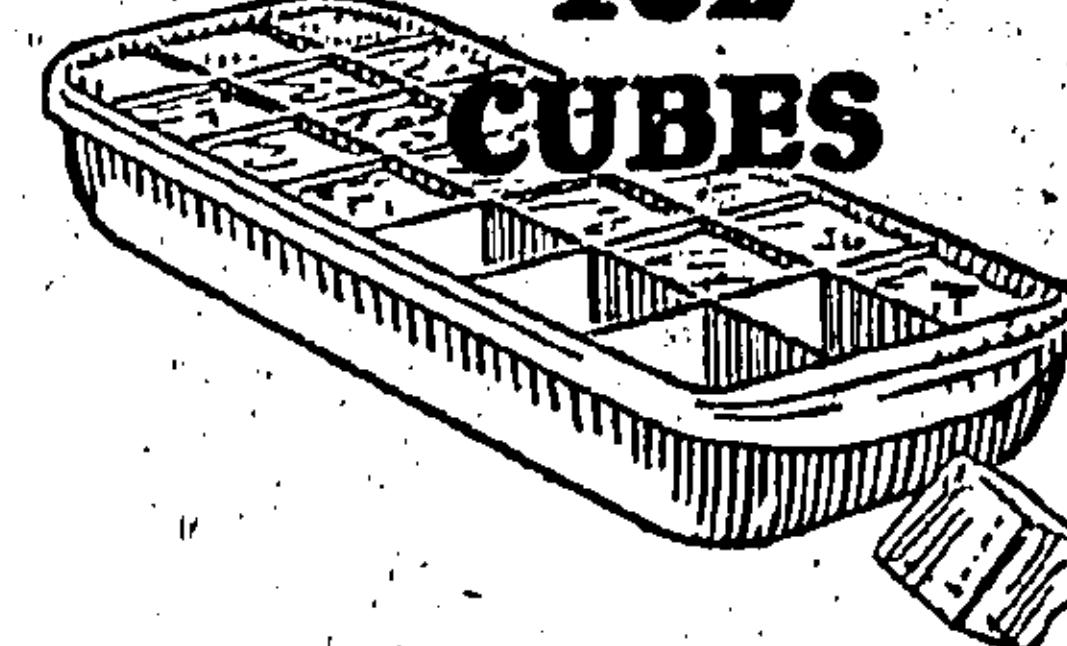
Throughout the text there are references to two orders of the realm—roughly, the nobles and the commoners.

ARTS & CRAFTS SHANGHAI.

SUBMIT DESIGNS AND ESTIMATES FOR THE FURNISHING and DECORATING OF HOTELS, THEATRES, CAFES. AND OTHER PUBLIC BUILDINGS

ARTS & CRAFTS, LTD.

(Opposite the Racecourse)

SHANGHAI.**MORE FOOD SPACE****MORE ICE CUBES**

MORE for your dollar—in a Kelvinator

Let's get down to facts about this question of Kelvinator prices.

You know that when you buy a Kelvinator you get something better. But do you know that you get it for less money, and get something bigger as well?

Dollar for dollar, Kelvinator gives you greater food capacity—more ice cube capacity—more downright quality.

and beauty combined, than any other system you can buy.

Model for model you will find Kelvinator prices actually below others.

This being the case—and it is why be satisfied with any other system but Kelvinator? It costs less at the start; much less in the long run, and there's an attractive household budget purchase plan for those who desire to use it.

CALL AND INSPECT THE LATEST MODELS AT:

The Hongkong & China Gas Co.'s

SHOWROOM

16 Des Voeux Road Central,

or the Offices of

REISS MASSEY & CO., LTD.

Exchange Building.

Use this coupon for details

I want to know all about Kelvinator's advantages and Kelvinator prices

Name _____

Address _____

THE LITTLE MAN



ONE person recommended one thing and another recommended another. She herself thought that milk from the dairy was the only thing for Baby, and, for as long as she could, she went on with dairy milk, adding a little of this and a little of that, but Baby could not take dairy milk and, for all her care of him and all her yearning over him, he did not thrive.

And then one day someone recommended "Lactogen." From the very first, Baby could take "Lactogen." That was the first good sign. But other good signs followed, and in a fortnight there was a different Baby—and a different mother.

The particular process by which "Lactogen" is prepared, carefully preserves all the vitamins which are vital to a child's growth and strength and well-being.

LACTOGEN
REGD TRADE MARK

A Nestle's Product.

THE NAVY'S CHOICE

Gates
ORIGINAL

PLYMOUTH GIN

OBTAIABLE.

EVERWHERE.

A BROKEN DOWN SYSTEM.

This is a condition (or disease) in which doctors give many names, but which few of them really understand. It is a condition of the body, as it were, of the vital forces that sustain the system. No matter what may be its causes (they are almost numberless), its symptoms are such that the patient is unable to work, to sleep, to eat, to walk, to sit, to stand, to move, to do anything. It is a state of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what is this absolutely? It is a condition of the body, as it were, of the vital forces that sustain the system. No matter what may be its causes (they are almost numberless), its symptoms are such that the patient is unable to work, to sleep, to eat, to walk, to sit, to stand, to move, to do anything. It is a state of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what is this absolutely?

THE NEW FRENCH REMEDY.

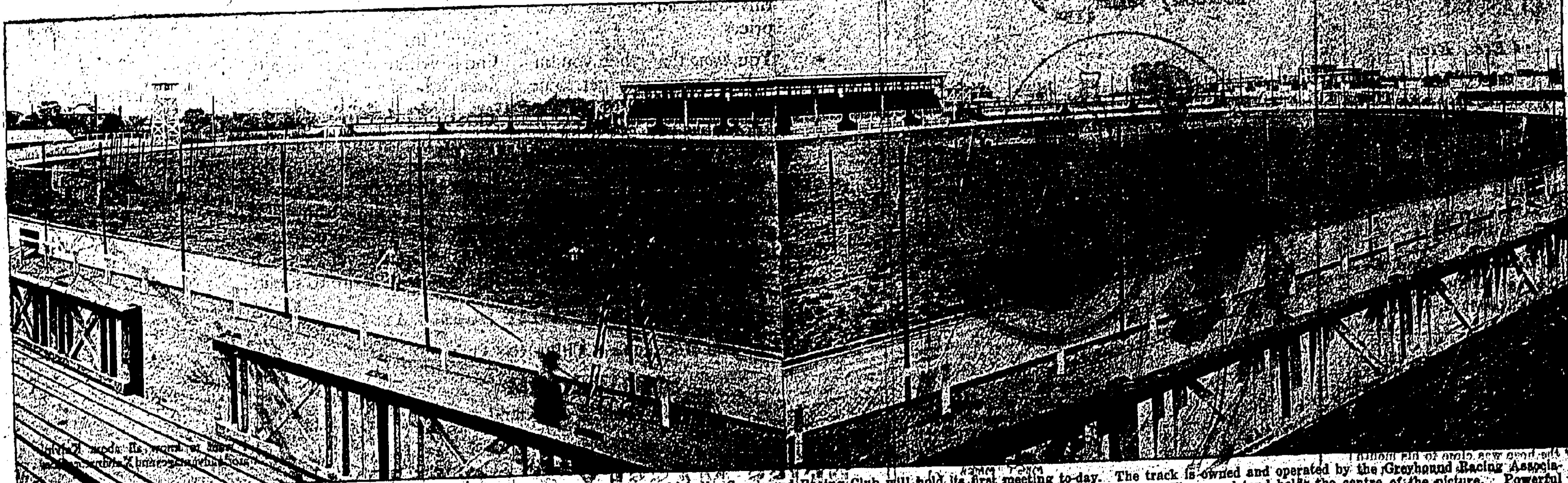
Then by any other known combination. So far, as I have been able to find, no one has ever succeeded in curing this disease, until it has been restored.

THERAPION NO. 3.

and a new system is put in place of what had so lately seemed worn-out, out-of-date, and useless. This is a system which is capable of always adjusting the body to all kinds of changes in health and conditions, in either sex; and it is difficult to imagine a disease or derangement whose male feature is weakness, that can be cured by this recuperative process, which is destined to cast off everything that had preceded it for this wide-spread and numerous class of patients.

BERLIN, APR. 24.—It is reported that the Reichsbank has bought Russian gold to the value of 25,000,000 marks (£1,250,000).

NOT HARRINGAY—BUT LUNA PARK, WAYSIDE, SHANGHAI.



A panoramic view of the greyhound racing track at Luna Park, Ward Road, Shanghai, on which the Greyhound Racing Club will hold its first meeting to-day. The track is owned and operated by the Greyhound Racing Association of China and as the photograph shows, is all but ready for use. The tower on the left of the picture is where the man controlling the speed of the hare is stationed. The grandstand holds the centre of the picture. Powerful lights will be hung over the course from the poles seen round the track. What about the middle of this ground for a football field? a soccer enthusiast asked as soon as he saw the picture. It would be as good as any first class club ground at home, he said.

MINER TO PAY £100 COSTS.

ALLEGED ELECTION INTERFERENCE.

The Mansfield Magistrates recently dismissed a prosecution brought by a checkweightman against the agent of the New Hucknall Colliery Company, and ordered £100 to be paid towards the defendant's costs.

"VELOCIPede MANIA."

Many interesting and humorous stories are told in a history of the evolution of the bicycle and of the early struggles of riders against popular prejudice compiled by Mr. James T. Lightwood. The book is entitled "The Cyclists' Touring Club: Being the Romance of Fifty Years' Cycling." It is published by the Headquarters of the Club.

Mr. Lightwood first laments the absence of any certain evidence of the genesis of the bicycle, and refutes the suggestion that the famous design on a window in the cloisters of Stoke Poges Church is the earliest representation of cycling.

The first evidence of the existence of a bicycle which he is able to quote is the following paragraph which appeared in the Public Advertiser on November 20, 1769:

"Late on Friday night Mr. Patence ran his newly-invented Phaeton, which moved without Horses, from the Bottom of Salisbury-court, Fleet-street, to the end of Southampton-street, in the Strand, and back, amidst a vast Crowd of Spectators, who had received information of his Design."

It was not until 50 years later that the popular imagination was temporarily captured by the bicycle. The coming of the "hobby-horse" in 1819 caused great excitement throughout the country.

"Under the heading of 'New Invention,'" it is stated, "it received special notice in the London Magazine for 1819, where it is called 'The Patent Accelerator; or Walking Expedition.'"

The following paragraph taken from a Manchester newspaper in 1869 is given, however, to show the feeling with which the bicycle was regarded in some quarters:

"The velocipede mania having broken out here with alarming violence, we commend it to Captain Palin's (the Chief Constable) coercive care. A mad dog (on a ranton) runs anything but straight, and when he meanders along the footpath at the rate of ten miles an hour he becomes a dangerous nuisance... If babies want to be wheeled along the footpath, they must go in perambulators, and not on velocipedes."

A number of cases in which pioneer cyclists prosecuted the drivers of horse-drawn vehicles for deliberately running them down on the road are cited. The results of these prosecutions seemed to rest mainly on the prejudices of the magistrates.

Furthermore, cyclists were required to dismount "whenever requested to do so by the driver of any other vehicle," and to provide themselves with a "continuously sounding bell of not less than six inches in diameter, which bell shall be capable of being heard forty yards ahead."

Women's Rational Dress.

But the sufferings of the men were as nothing to the trials of the women riders. Here is an account of a case in which the Cyclists' Touring Club took action as late

as 1889 against the landlady of the Hautboy Hotel, Ockham, Surrey, for refusing to serve Lady Haberton with meal in the coffee-room because of the "rational" cycling dress she was wearing.

The case (known as Regina v. Sprague) was heard...at the Surrey Quarter Sessions, which were held at Kingston. In the course of her evidence Mrs. Sprague, the landlady, declared that it was her rule never to admit into the coffee-room ladies in rational dress unless they put on a skirt first.

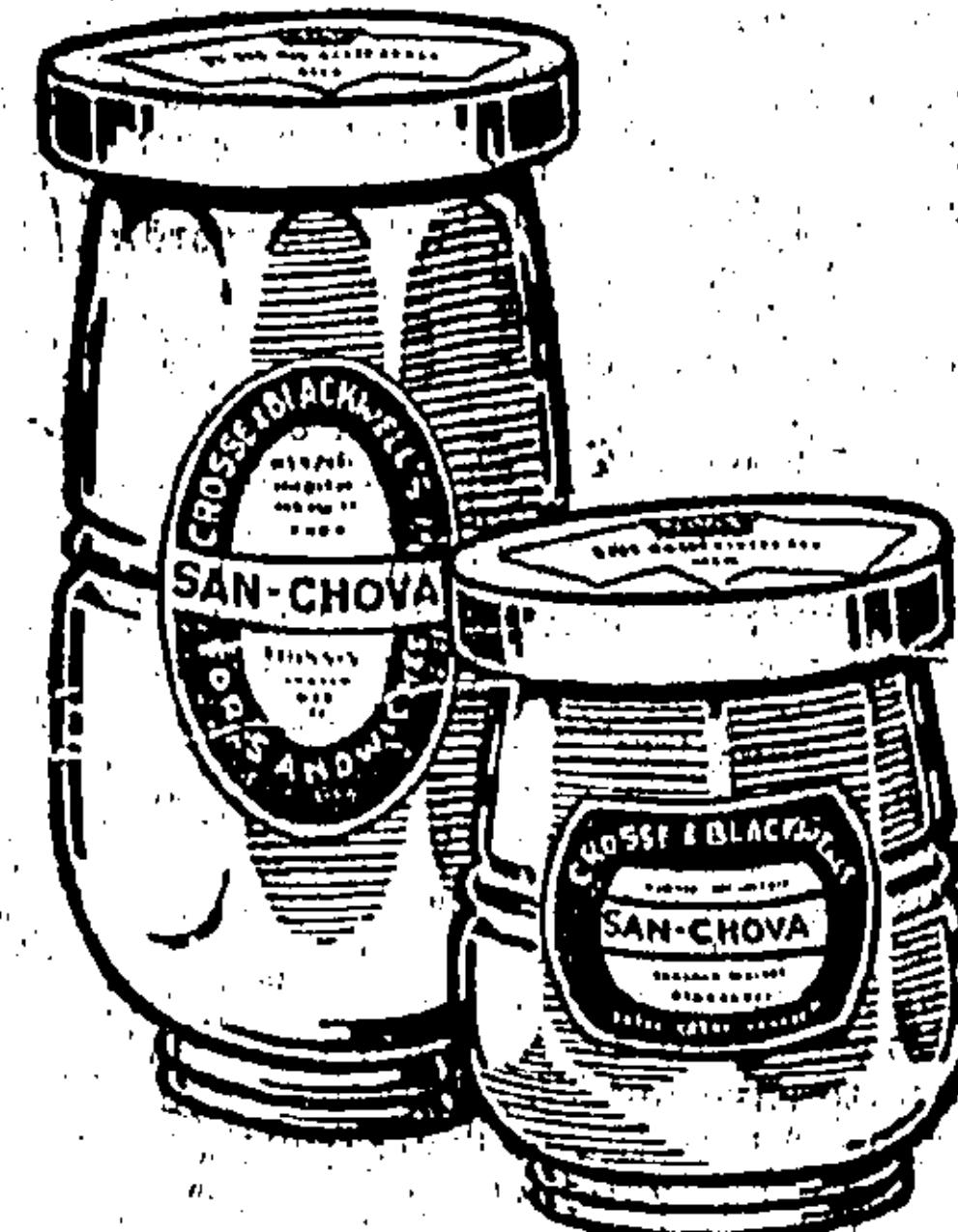
"Some ladies," she declared, "regularly brought skirts with them for that very purpose."

"She added that there were a queer lot of people to be found on the Portsmouth Road. She had even seen women in skintights! This statement aroused great interest."

"Then photographs were produced by Lady Haberton showing her dressed in the offending costume. It displayed her ladyship wearing a pair of exceedingly baggy knickerbockers reaching below the knee and a jacket which came well over the hips and opened sufficiently to show the silk blouse beneath!"

Finally, however, the Chairman decided that the question of "rational" dress was irrelevant to the issue, and held that an innkeeper was bound to supply refreshments in a fit and reasonable place. The jury found a verdict for Lady Haberton, and public opinion soon followed.

Crosse & Blackwell's



The Bathing Picnic Season is here. See that San Choya is included in your tea basket.

It makes delicious sandwiches—Something really different from the ordinary fare.

It is also a Crosse and Blackwell product, so you may be sure of its goodness. Yet it costs no more than any ordinary fish paste—and it's British!

San Choya

The New Fish Paste

Send your clothes to us for Dry-cleaning or Dyeing.

We specialise in renovating and pressing garments.

Try us just once.



THE INTERNATIONAL DRY CLEANING & DYEING CO.

19, Nathan Road, 163, Wong Nai Chung Road, 36, Nathan Road, Kowloon, Happy Valley, Kowloon.



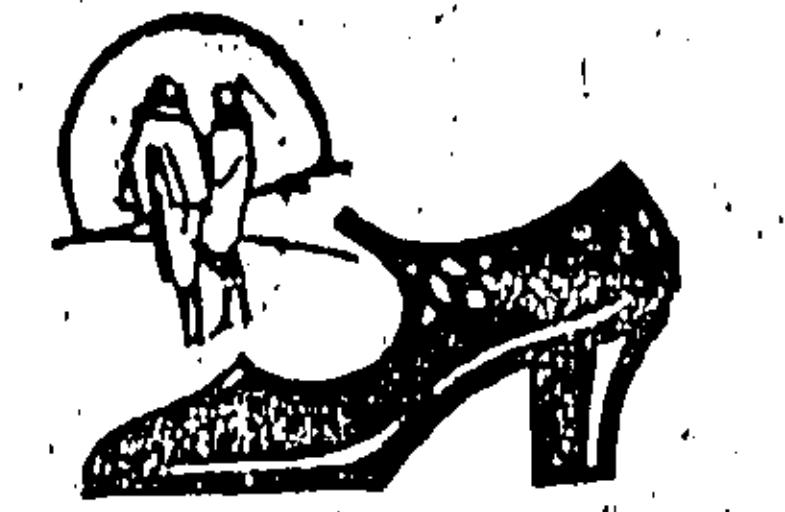
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EXPERT WORK. PROMPT SERVICE.

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METALS
of all kinds especially for ship-building and engineering work.
Complete stock. Best Terms,
Immediate delivery.

SINGON & CO.,
ESTABLISHED A.D. 1880.
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Japanese Shoe Expert.
TORTOISE SHELL BOXES AND
CASES A SPECIALTY.
Hongkong Hotel Building,
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HAND & ELECTRIC
MASSAGE
No. 81B, Top Floor, Wyndham St.
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MOSQUITO LOTION.
Both a
PREVENTATIVE
and a
CURE.

THE COLONIAL DISPENSARY
14, Queen's Road, C.
Tel. C. 1877.

FOUR ACRES OF DISSENT.

LORD OF MANOR AND PARISH COUNCIL.

VILLAGE CLAIM.

Whether some four acres of ground now used as allotments are part of the village green, or the freehold property of the lord of the manor, is exercising the minds of Ickenham ratepayers.

The parish council seeks to establish "public right" to the allotments as well as to the green; the lord of the manor—Mr. David Pool—claims that the ground belongs to him.

At the moment the dispute has reached a deadlock; Mr. Pool complains of the way in which the parish council has treated him: nobody apparently is paying rent for the allotments.

Rights for £25.

Major Flavell, chairman of the parish council, says there was no doubt that at one time the allotments formed part of the green. He said:

"There is an old document in existence which makes that point quite clear."

"Our contention is that these allotments are still part of the green and that they should revert to the green. The lord of the manor paid £25 for manorial rights; it is inconceivable that for that sum he should obtain four acres of freehold ground worth probably £250 an acre."

Mr. F. G. Oliver, chairman of the Residents' Association, says:

"If the lord of the manor has really secured such a good bargain as he claims, I for one wish him good luck. But the rate payers hold very strongly to the view that all he actually acquired in the purchase of the manorial rights was the usual rights over common land, which includes Ickenham Green."

Mr. Pool, lives in a delightful old house, formerly the manor house, which dates back to the 14th century.

"I do not dispute," he says, "that the allotments once formed part of the green—in fact, I can give you the date when they first ceased to do so."

Ancient Records.

"But the old documents in my possession show conclusively that for nearly 80 years lords of the manor have been receiving rents for these allotments, and thus the freehold belongs to me."

"I acquired the manorial rights for sentimental reasons more than anything else. My great-grandfather was bailiff to a previous lord. The Court Rolls go back to 1416 and the land itself is mentioned in the Charter Roll of 1253, which are kept in the Tower of London."

The green is leased to the parish council for 10s. a year. They first tried to contend that this lease also covers the allotments.

"As to the idea that the allotments are part of the green, the document whereby the land was demised to the council states that the green consists of 'all that open, unenclosed land,' whereas the allotments are enclosed by a hedge and a ditch, and have been so enclosed longer than the oldest inhabitant in the village can remember."

Mr. Pool hints that had the parish council adopted a different attitude he might have taken a course which would have settled the matter without dispute.

Canberra, Apr. 24.—The Government has decided to increase the duty on foreign films by one half-penny a foot. This change, it is estimated, will have the effect of increasing the revenue by £44,770.

CINEMA NOTES.

'LES MISÉRABLES' AT THE QUEEN'S.

"Les Misérables," regarded by most people as by far the greatest work of Victor Hugo, transferred to the screen by the French, is having its final screening to-day at the Queen's Theatre. The picture contains many memorable scenes and the acting of M. Gabrio as Jean Valjean is that of a great artist. The film is noteworthy for the fact that the majority of the exteriors were taken at the same places as mentioned by the famous author in his book.

The parish council seeks to establish "public right" to the allotments as well as to the green; the lord of the manor—Mr. David Pool—claims that the ground belongs to him.

World Theatre.

"The Frontiersman," which is to be shown at the World Theatre for the last time to-day, is a story based on the Creek Indian war and the exploits of General Andrew Jackson in his endeavour to promote peace between settler and Indian. Colonel Tim McCoy and Claire Windsor, who have the leading roles, are ably supported by Tom O'Brien, Louise Lorraine, and May Foster.

Star Theatre.

Also showing to-day for the last time, at the Star Theatre, is "The Boy Friend," an excellent comedy in every way. John Harron and Marcelline Day head a capable cast which includes also George K. Arthur, Ward Crane, Gertrude Astor and Gwen Lee. The picture is an amusing satire on the book of etiquette.

Denny Comedy To-morrow.

The popular British screen comedian, Reginald Denny, will be seen in his latest picture, "That's My Daddy," at the Queen's Theatre to-morrow and on Monday. The picture, which is full of amusing complications, was directed by Fred Newmayer, who directed many of Harold Lloyd's films. The large cast includes Lillian Rich, Tom O'Brien and Charles Coleman.

THREE ROMANTIC BENEFACTORS.

MAGNIFICENT ANONYMOUS DONATIONS.

A veil of anonymity still screens the names of three members of a family who have given £100,000 for the extension of the Fitzwilliam Museum at Cambridge.

When first it was known that £100,000 would be required to meet the cost of the extension there came donations of £30,000, £20,000 and £20,000, and the only one made public to the donors was that they were "members of a family connected with the university."

Year by year the fund rose, but still only through gifts from the same generous three.

At Cambridge University on Friday it will be proposed—

That the thanks of the University be conveyed to the three anonymous benefactors who, by adding respectively £17,000, £7,000 and £6,000 to their previous contributions of £20,000, £30,000 and £20,000, have most generously subscribed the required total of £100,000 for the extension of the Fitzwilliam Museum, now in progress.

The extension consists of a two-story block of four galleries at right-angles to the Marley Galleries. The ground floor, it was suggested, should be given up to ceramics and the first floor to pictures.

All is planned so as to form one side of a future quadrangle on the Grove Lodge site.

It is hoped that the names of the three anonymous donors will ultimately be attached to the new wing.

The real mystery of Ospringe is a rich man's cemetery...some schoolboys...several pots...when we get some money we shall dig...the place is a bank near...

The boys exchanged intelligent glances and bid the curator good-bye.

"We have about 1,000 visitors a year," remarked Mr. Whiting to me. "Boys" spread the news.

There will be a lot of them from Sittingbourne now. In time we might even get some of the endless procession of motorists passing through the village."

WHEN THE ROMANS HAD GREYHOUNDS!

MUSEUM OF IDEALS IN KENT.

Ospringe, Apr. 28.—Truly did Sir Henry Miers, reporting to the Carnegie Trustees about the sad lack of museums in towns, point to this little village and praise its collection of Roman and prehistoric remains.

Sir Henry, until lately Vice-Chancellor of Manchester University, has stated that over 110 towns with populations of over 20,000 have no museum.

This afternoon I discovered, in Water-lane, a Jacobean house labelled "Museum," past which motorists hurried as if panic-stricken by the suggestion of antiquity and mediævalism.

To this ignored spot came two schoolboys from Sittingbourne, each with a thirst for knowledge. And, however much adults may disbelieve it, the lads kept Mr. Whiting, the curator, talking archaeology until his voice was husky and his throat as dry as the bones in his show-cases.

It was an example of how museums should be run. It was, too, "archaeology with the lid off"—a talk of penknives and pence, graves and greyhound racing, bangles, beads and bracelets, a baby's feeding bottle, flint-saws, dice and counters, hobnails, mirrors, cremation and the mystery of the Saxon woman who lived with the Romans at Ospringe long before the Saxons came.

"You see, boys," said Mr. Whiting confidentially, "we found a Roman cemetery a little way up the road a few years ago, and when we dug there was all this stuff."

"Denny Comedy To-morrow.

Take-greyhound racing. People think it is a new craze. But look at this old chisel-knife we found in a grave. It has an iron blade, a rivet, and fits into a sheath just like your penknives.

"This sheath is a metal case of a greyhound chasing a hare.

The chase must have been a popular sport to be remembered on the handle of a pocket-knife.

"On this vase is a stag, being chased by greyhounds, and here on a bottle is another picture of a hound after a hare.

"We have lots of these bottles, many of blown glass. This one was pieced together by a schoolboy. We gave him a spadeful of earth to pick out the bits, and he had them for three months before he had puzzled it out."

"This skull has been examined by Sir Arthur Keith, who says it is that of a Saxon woman. How did she get into a Roman grave? There's a mystery for the wit of man!"

"These discs of glass? Ah, they caused an argument up in London. I believe that the Romans used to cover these bits of glass with thin layers of lead and use them as mirrors. Such mirrors were unknown before the 13th century when they were invented in Germany."

"Then we discovered these tiny bits of glass which actually have the shining lead on them..."

Hobnails from Roman sandals, bracelets, dice and counters, hairpins and safety pins, buckles, jet and coloured beads, family porridge dish and many other remarkable relics came under a tireless schoolboy inspection.

It was rewarded by a secret. The curator explained that only poor men had been buried in the cemetery, and whispered a suggestion to the boys.

The Ospringe Mystery.

"The real mystery of Ospringe is a rich man's cemetery...some schoolboys...several pots...when we get some money we shall dig...the place is a bank near..."

The boys exchanged intelligent glances and bid the curator good-bye.

"We have about 1,000 visitors a year," remarked Mr. Whiting to me. "Boys" spread the news.

There will be a lot of them from Sittingbourne now. In time we might even get some of the endless procession of motorists passing through the village."

INJURED GIRL'S PLUCK.

TRAPPED 40 MINUTES IN A LIFT.

Ospringe, Apr. 28.—"Truly did Sir Henry Miers, reporting to the Carnegie Trustees about the sad lack of museums in towns, point to this little village and praise its collection of Roman and prehistoric remains.

Sir Henry, until lately Vice-Chancellor of Manchester University, has stated that over 110 towns with populations of over 20,000 have no museum.

This afternoon I discovered, in Water-lane, a Jacobean house labelled "Museum," past which motorists hurried as if panic-stricken by the suggestion of antiquity and mediævalism.

An official of the Society said that while the firemen were cutting through the steel framework of the lift, Miss Bridgeman, though badly crushed and lacerated, made no complaint. She merely asked how long it would take to get her free.

Dr. J. W. Davis, who administered morphin to relieve the girl's suffering, said that when she was released she said it was not necessary for her brother to accompany her to hospital as she was all right.

Miss Bridgeman, whose home is in Belmont-street, Chalk Farm, lies in a critical condition in St. Mary's Hospital, Paddington.

MIRROR TRICK FOR CITY PIGEONS.

'ALICE-BLUNDERLAND' RUSE OF THE TRAPPERS.

Eighty-two City pigeons, roused from their sleep outside St. Paul's Cathedral and the Royal Exchange in the early hours of the morning recently,

Looked into mirrors placed in their midst, mistook their reflections for other pigeons. Stepped forward to make friends, and were trapped.

This ruse, witnessed by a handful of early City workers, was the latest development in the official campaign, started last December, to reduce the City's pigeon population.

Within a couple of hours 82 had been captured.

Since December Mr. W. Dalton has trapped about 1,500 pigeons. He hopes to capture from 500 to 1,000 more in the next few months.

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TO PADDLE

OR SAIL

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TWO SEATER.

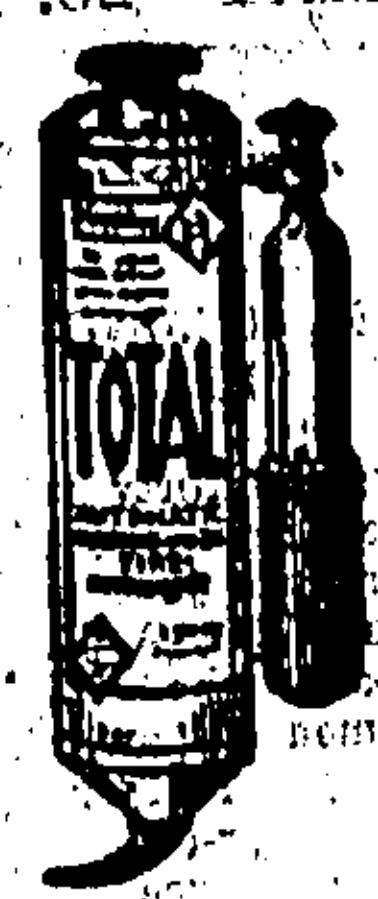
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CONTENTS NEVER DETERIORATE
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APPROVED by BOARD of TRADE,
LONDON.

KELLER KERN & Co., Ltd.
16/18 CONNAUGHT ROAD, C.

The
Hongkong Telegraph.

SATURDAY, MAY 26, 1928

FACTS AND FANCY.

Detailed reports by mail of the discussion which took place last month before the Opium Committee of the League of Nations at Geneva on the question of the production of the drug confirm the enabled accounts that the Chinese delegate (a Mr. Chao) was at great pains to deny the suggestions that poppy growing was on the increase in China. He declared that there was no Chinese law which permitted the cultivation of opium and emphatically asserted that China's policy was one of prohibition. There was, it is true, an admission on his part that "there had been slackness in carrying out that policy," but he suggested that the Chinese could not be blamed, as they were not masters in their own house, and it was difficult to control foreign Concessions and foreign nationals.

If that is the sort of stuff that is told the Geneva conferences, we can well understand the possibility of a confused impression prevailing at the League of Nations headquarters, although it is to be noted that after Mr. Chao's speech the Committee decided to leave each member to form his own conclusions on the Chinese statement. Let us now compare Mr. Chao's declarations with the facts. We have it on the word of the International Anti-Opium Association in Peking that in every respect the opium situation in China is worse than it was twenty years ago, and that, so far as the Nationalist Government having attempted to restrict, control or suppress opium cultivation, the reverse is the truth. The so-called Opium Suppression Bureaux are nothing other than monopoly organisations, from which the authorities draw enormous sums for military operations and civil propaganda. We are told, moreover, that China now uses as much opium as in pre-prohibition days, with the added gain that the drug is her own production. How, in such circumstances, Mr. Chao can assert that China's policy is one of prohibition, passes our comprehension. We have not the space in which to give facts and figures in respect of the various provinces, but we will refer to one or two of the districts reported on in detail by the International Anti-Opium Association. In the case of Anhui, it is put on record that whereas in 1924 nearly eighty per cent of the

poppy was uprooted under orders of investigation commissioners, now every district in the province is free from restraint and, under taxation, is encouraged to cultivate. In Honan, the bureau for the suppression of the traffic is described as merely an office for the receiving of bribes. Turning to Kansau, where the "Christian" General was expected to eradicate the evil, we are told that "everybody seems to be planting it," whilst in Kweichow it is recorded that most of the fertile valleys are given over to the poppy, with the result that in some places it is impossible to secure vegetables.

We could go on almost ad infinitum citing facts to show how hollow and misleading Mr. Chao's assertions are. The suggestion that China is the victim of foreign machinations is almost too ridiculous to be repeated; it is on all fours with the familiar myth of the British having forced opium on the Chinese. So far as Britain is concerned, she has more than done her part in seeking to co-operate with China in the suppression of the traffic. But she has met with no response save empty words and meaningless proclamations on the part of China herself. If China is really sincere in her anti-opium ideas, the remedy lies almost entirely in her own hands.

Volunteer Poverty.

Shanghai's complacency will, we are afraid, be seriously disturbed by Major-General Wardrop's strictures on the inadequacy of the Shanghai Volunteer Corps. One might imagine that the General's sole impression, after a long series of inspections, was that the drug confirm the enabled accounts that the Chinese delegate (a Mr. Chao) was at great

IT IS WELL TO VALUE PEOPLE FOR WHAT THEY ARE, WITHOUT EXPECTING PERFECTION.—Mary Lamb.

Warships in port to-day dressed ship in honour of the birthday of H.M. Queen Mary.

Lance-Sergt. R. K. Valentine has been promoted Second Lieutenant in the Hongkong Volunteer Defence Corps.

Yesterday's health returns show four cases of typhoid, two of small-pox and one of paratyphoid fever. All were Chinese.

The open-air dance arranged by the Kowloon Football Club for tonight has been postponed on account of the inclement weather.

At the P. W. D. offices on June 11th, there will be offered for sale Inland Lot 2578, situate at Wong Nei Chong Road. It has an area of about 6,160 square feet, and the up-plate price is \$16,940.

It is notified that, at the expiration of three months, the Kung Wo Hotel Company Limited will, unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

His Excellency the Officer Administering the Government has appointed the Hon. Mr. B. D. F. Beith to be a Member of the Authorized Architects Committee, voice Mr. D. G. M. Bernard, resigned.

Our Swatow correspondent reports that a brigade of the 13th Army has been ordered to send forces against Communists who have more or less organised themselves in the Taipu and the Chilang districts.

His Excellency the Officer Administering the Government has, in accordance with instructions received from the Secretary of State for the Colonies, recognised Monsieur Luigi de Dionigi as Vice-Consul for Italy in Hongkong.

His Excellency the Officer Administering the Government has recognised Mr. Jose Gascon Ch. Gonzalez de Beredo, provisionally and pending the issue of His Majesty's Exequatur, as honorary Consul for Guatemala in Hongkong.

The Hongkong Tramways Co. intends to apply to the Governor-in-Council for power to construct about 240 yards of single track tramway connecting the existing single track at the south end of Percival Street with the existing single track in Wong Nei Cheong Road opposite tramway standard No. 665, and an additional crossover near the junction of Praya East and Percival Street.

of thing. They know. Long hours, low output. Short hours, big profits, and up go the sales of Baby Austins. What do you think about it, General? Don't you agree? Who doesn't? Chuck him out. Those in favour? Carried unan. Yes. I think so. Yours, etc.

K. K.

P.S.—Are your knees nice?

Hongkong, May 25th, 1928.

Cinema Prices.

[To the Editor of Hongkong Telegraph.]

Sir,—With reference to "Critics'" letter in this afternoon's issue, I would agree with him that not only the prices charged for "Les Misérables" were exorbitant but that the prices for the ordinary shows are a bit too high for the general public.

It is not very long ago that the prices for the ordinary shows were raised. Do you think that it is fair to the general public just because the Hongkong Amusement Co., Ltd., holds the monopoly of the picture shows in the Colony, they should raise the prices? What was their reason for doing so? Are they losing in the business? I don't think so! I know of picture places in other places in the Far East where they do not charge so exorbitant prices as here. I think local picture fans will agree with me that it is time for the Amusement Co., to have their prices reduced. Yours, etc.

A Picture Fan.

Hongkong, May 25th, 1928.

LETTERS FROM HONGKONG.

6.—Port Said: Mastery and Wisdom

"Yes, I bring you a bigger pair," said the boatman, searching amongst his stock.

"No," said the lady. "The big ones are too big and the small ones too small. I want my money back."

The Egyptian was now half way up the gangway with another pair of sandals. The ship was moving; his mate was clinging on below. The man hesitated. I do not yet understand the expressions of the East, even as little east as this, but I thought he merely looked anxious—and honest. I wondered how it would turn out.

He backed down the gangway. "I go get," he said.

"No," shrilled the lady, nervously and imperiously. "I want my money. Give me my money, now."

"I go get," said the man, leapt into his boat. He lifted a corner of sackcloth and disclosed about seven shillings in silver, the night's takings of the two of them. He picked up two shillings and ran up the gangway again. The ship was moving faster. The ship's bo'sun, a burly ruffian in blue dungarees, appeared at the rail to haul the gangway up. "Come on," he shouted. "Hand over that money quick."

"I come," said the Egyptian; and indeed he was already there; the two shillings had returned to the lady; the boatman was retiring down the gangway.

"Get out of it," shouted the bo'sun. "I'll hand you over. See — police!" He pointed threateningly to one of the many police boats dotted over the harbour.

"Me—thief!" said the Egyptian, anxious and indignant. "Me—thief! I get money! Me—thief! —No! Why police?—thief?"

He retired to his boat and pushed off hurriedly, another human misunderstanding.

Further back, another boat had actually had a little water poured upon its wares, and the boatman was angry about it. Somehow this morning, I sympathised with him.

"You say things no good," he shouted impotently, spreading his hands. "No good now—all spoiled—throw into sea . . ." Nevertheless in a little while he was having another try with a pile of boxes of Turkish delight.

"Six boxes," he called. "What you say? Six boxes—two bob!" Nothing doing.

When we moved off, this very man smiled gaily at us, waved his hand, and shouted "good-bye" many times.

Officers landing in Egypt always carry a revolver and ammunition. It is a curious country. I leaned against the rail and watched Port Said disappearing as we drew into the narrower waters of the canal, thinking of our relations with other races of the earth. The Briton, by some unexplained mastery, had apparently succeeded wherever he has set foot. But has success brought him any increase in wisdom? Perhaps it is necessary to be very firm indeed with Zaghlul Pasha and his minions. It may be, on the other hand, that peasants and boatmen are very much the same all the world over, and in spite of certain inscrutable changes of countenance, are human beings not unlike the best of us. Methods of treatment are infectious. I have no doubt the bo'sun would not have spoken as he did, but for some previous experience. What one doesn't know is whether that experience was a disillusioning one from below, or a case of education by example from above.

Out here in Hongkong, one occasionally comes across an Englishman, old enough (colonial) to know better, addressing a perfectly respectable Chinese coolie in terms of abuse which he would not think of using to the veriest ruffian at home. As likely as not, he is answered by a smile. Bertrand Russell says this is because, to a Chinese, such abuse must be looked on either as a joke or as an insult only to be repaid by death. We have no wish to raise any claim of infallibility for Mr. Russell, but this opinion is at any rate more interesting than that of the man who classes all "coolies" together at an indifferent level of inferiority.

It is advertised that on Whit Monday, all departments of Messrs. A. S. Watson and Co., Ltd., will be closed. The Hongkong Dispensary, Dispensing Department, will be open for dispensing prescriptions from 10 a.m. to 1 p.m. and from 6 p.m. to 7.30 p.m.

And so thy thoughts, when thou art gone,
Love itself shall slumber on.

Shelley

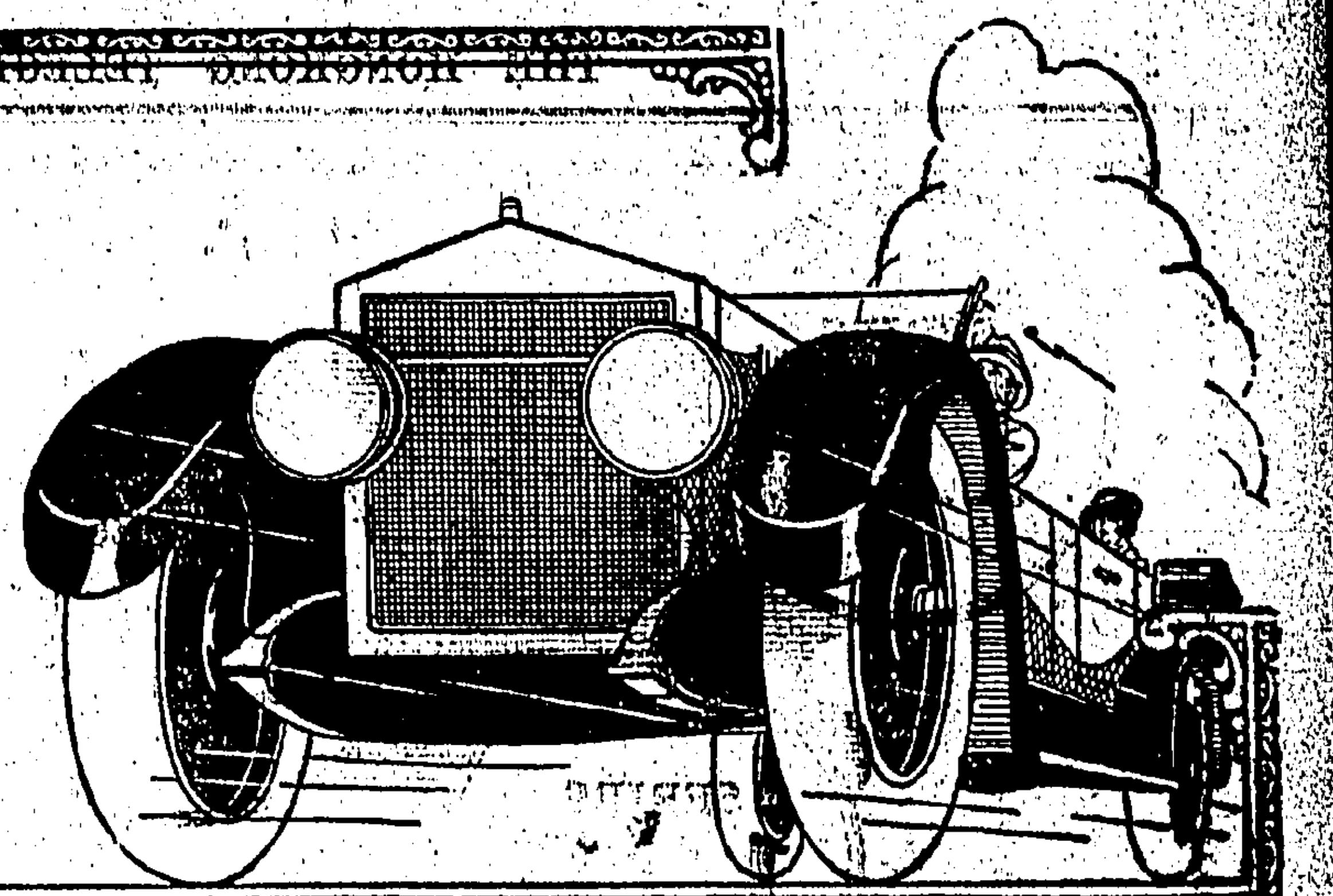
POEMS THAT LIVE.

MUSIC WHEN SOFT VOICES DIE.

Music, when soft voices die,
Vibrates in the memory—
Odours, when sweet violets sicken,
Live within the sense they quicken.

Rose leaves, when the rose is dead,
Are heaped for the beloved's bed;

MOTORING SUPPLEMENT



THE HONGKONG TELEGRAPH.

SATURDAY 26th MAY, 1928.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.

CURRENT COMMENT

The King's Birthday.

In view of the innumerable complaints that were made last year regarding the traffic problem in the vicinity of Happy Valley on the occasion of the King's Birthday parade, local motorists will be interested and pleased to know that the Automobile Association is early in touch with the authorities with a view to regulating matters so as to avoid a repetition of the chaos. There will be a one-way traffic rule so that all cars going to the Valley will proceed by way of Wong Nai Cheong Road, and all cars leaving the Valley will proceed by Morrison Gap Road. It is desired strongly to recommend all car drivers who intend going up Stubbs' Road after the parade to keep close in to the left when going up Morrison Gap Road. They can then turn away into Stubbs' Road without interfering with anybody. Cars which intend returning to the Central district along Queen's Road East should keep to the centre of Morrison Gap Road so that the traffic officer on duty at the bottom of Stubbs' Road will automatically know their intention according to their position. Cars leaving the Valley and going to the Praya or Shaukiwan, via Tin Lok Lane, should keep more or less to the right until they pass the Monument corner, after which they can go over to the customary left-hand side by the foot of Morrison Hill. The above procedure, if followed, would sort the traffic out into three streams each of which would be clear to keep its course unhampered by other streams. We learn that the military authorities are being approached with a view to keeping troops on the right hand side of the road when marching away from the Valley and if this suggestion is accepted it should do much to simplify matters. Thus the troops will not be annoyed by the motor traffic. None are more anxious than motorists to give the troops a quick get-away, seeing that they will have been on parade for some hours. A great deal of time and thought has been given the whole problem and it is up to all motorists to co-operate as closely as possible.

Centralised Lights.

There have been further complaints made regarding the placing of the lights at the bottom of Garden Road and it has been contended in representations which have been made to the Hon. Secretary of the Automobile Association that with the lights scattered about as at present a good deal of confusion and uncertainty arises. We understand that the matter has been taken up with the proper authorities and that the suggestion has been made that the lights should be bunched together in the centre of the roadway on top of the stand used by the traffic officers by day. It is argued that if men can regulate the traffic by day from this one centre, then they can do so equally well at night. Some of the present lights are occasionally obstructed by passing trams and one light is obstructed by the police stand itself. Furthermore, to a driver who is not well accustomed to driving past this spot at night there is not a little difficulty in locating the traffic sign that applies to him. We think the suggestion for centralising the lights is a good one with many obvious advantages to recommend it.

Queen's Road East.

The problem of pedestrian traffic in Queen's Road East is one of the greatest which local motorists have to face. Although quite a number of Chinese are beginning to realise that they cannot afford to loiter in front of them, it has been necessary for motor cars, a great deal of un-

necessary, foolish and dangerous obstruction still persists. We are happy to record that there have been fewer accidents in this region during the past few months, which shows that there are some Chinese pedestrians who are waking up to the fact that there are such things as motor cars in this Colony. In addition to needless loitering, the Chinese are often guilty of hurrying across the road without troubling to see what traffic is approaching. It has been suggested that a remedy might be found by placing street refuges in Queen's Road East and in various parts of the Colony, but considered opinion is that local conditions are all against their employment. In the first place, they would very largely be ignored, and with a transient population such as comes and goes in Hongkong it would be very difficult indeed to educate the Chinese up to the idea of crossing streets only at the refuges. Further, refugees are themselves an obstruction and in other places have been found dangerous to night drivers. We read in a Home Journal that in Berlin it is proposed to abolish street island refuges for pedestrians and replace them by ordinary white lines. A number of such lines are in existence in this Colony but they would scarcely be suitable for the problem of Queen's Road East. We suggest that one or two extra police officers might be placed on duty in this thoroughfare with instructions to encourage people to keep out of the roadway as much as possible, and, generally, to do a little helpful educational work among thoughtless pedestrians. The task of educating the Chinese to a sense of modern traffic conditions is really an elementary one that needs to be tackled from the beginning. Queen's Road East would make an ideal starting place.

Solid Tyres.

Motor vehicles fitted with solid tyres do not compare favourably with those fitted with pneumatics, for they not only cause much greater damage to the roadways but, during wet weather, are inclined to skid and become a danger. It is true that solid-tyred vehicles are prohibited in the New Territories but they are permitted in Hongkong and Kowloon although governed by weight restrictions. We recall the time when the Island Road to Aberdeen was badly cut up through the buses plying along it being fitted with solid tyres, and so soon as a change to pneumatic tyres was effected a great improvement in the wear of the roadway was evident. It will be conceded that had the large fleets of motor buses in Kowloon been fitted with solid tyres the roads would soon have been in a very bad state. In most places nowadays the use of solid tyres is officially discouraged and if there is a place where this example should be followed it is here in Hongkong. Our roads have good surfaces but they are not built to stand heavy haulage work by solid-tyred motor trucks, especially in the summer time when the intense heat softens the asphalt or tarred surface. Lorries are the only vehicles now fitted with solid tyres and we think it would be advisable for the authorities to request pneumatic tyres on all new vehicles that are put forward for registration.

Public Drivers' Badges.

Quite a number of public motor drivers are dealt with by the Bench each week for failure to wear their identification badges, and although this may appear to be a minor offence it is essential that public drivers should be made to wear them.

MOTOR-CYCLE RACING THRILLS.



During the recent grass-track motor racing at Chingford some exciting riding was seen when, under the auspices of the London Motor-Cycle Club, the amateur Grand Prix was competed for. The above picture shows how one of the competitors—A. E. Warwick—became separated from his mount.

PRECISE CYLINDERS.

Packard Engineering.

Ten drops of water represent the maximum difference in cubic contents among all of the cylinders of every engine of Packard cars now being built. Any one of the combustion chambers of one motor also will not be less nor exceed in cubic contents any one chamber of another motor by the space occupied by ten drops.

Until the advent of the Packard Six car seven years ago combustion chambers of automobile motors were as smooth or rough, large or small as the limitations of foundry work dictated. Packard invented a machine by which the chambers of the cylinder heads could be accurately machined, despite their hour-glass-like shape. This work reduced carbon deposits on the cylinder head and caused motors to operate more smoothly by holding explosions of all cylinders to a more uniform force.

Efforts are being made by several local motor cyclists to form a Motor Cycle Club and a meeting for the purpose of considering the idea is to be held this afternoon. Motor cyclists interested are asked to be at the Kowloon side of the Star Ferry wharf at three o'clock when those who assemble will ride to Castle Peak where a stop will be made for the meeting. It is expected that, if the club is formed, it will be used for the purpose of promoting social events such as bathing picnics in the summer, (for which purpose it is hoped to acquire a launch), and for promoting appropriate gatherings for the winter months.

The spirit animating the enthusiasts at the moment is a "Happy Go Lucky" one and probably this spirit will survive if the proposed club is formed.

A Safety Buffer.

A Berlin message of April 27th, announces a new motor car buffer of wonderful efficiency. A motor car travelling at 28 miles per hour crashed into a tree, but neither the driver nor the motor-car was injured or damaged.

The same car travelling at 20 miles an hour hit a pedestrian and the pedestrian just gasped and smiled and was quite unhurt.

These two demonstrations were arranged by Herr Schleiss, inventor of a wonderful buffer consisting of a solid tube of rubber which when fixed to the front of or behind the motor-car is claimed to make "safety first"

an almost superfluous slogan. Two cars fitted with buffers then charged each other running at 18 miles per hour, but no damage was sustained nor were the occupants hurt.

A leading German insurance company has been so impressed by these results, that it is offering a reduction of 25 per cent. on premium rates to motorists whose cars are fitted with the buffer.

Parcel Cars.

As will be seen by an advertisement on this page, the Gascon Motor Company of Kowloon, agents for the Harley-Davidson motor cycles, are announcing new motor cycle parcel cars suitable for the transport of light goods.

TYRE REPAIRS.

A New Method.

Akron, April 29.—One of the most significant experiments in a new phase of tyre repairing, conducted by Miller tyre engineers, has resulted in an unheard-of record for added mileage to tyres, some of which were almost ready for the junk heap. A total of 419,569 miles has been added to 142 bus tyres by the use of cord patches, rubber cement and a preparation of rubber compound for plugging holes and other repairs in tyre treads. The most outstanding feature of the experiment, engineers say, is the fact that plaster cord patches are self vulcanizing.

One tyre was repaired in this manner after it had gone 16,847 miles. At this time it had reached a total of 25,221 miles and is still going. Out of the total of 142 tyres, 98 are still in service. The total of nearly half million miles added, represents cord patch repairs on a little more than half the total number of tyres. Several tyres have piled up a total of more than 5,000 miles each, since they were repaired, Miller tyre manufacturers assert.

According to tyre engineers, the use of cord patches, rubber cement and plugging material is common enough on smaller tyres and substantial added mileage is not uncommon. But the test of this method of patching large bus tyres, usually overloaded, is said to be the supreme test of this method of tyre repairing. Miller tyre engineers, in their report of the experiment, explain that in making repairs they often had to pyramid two or three cord patches on top of each other. It is estimated that a total of 1,000,000 miles will probably be added to the tyres on one fleet of buses before the experiment is concluded.

NO NIGHT PICNICS.

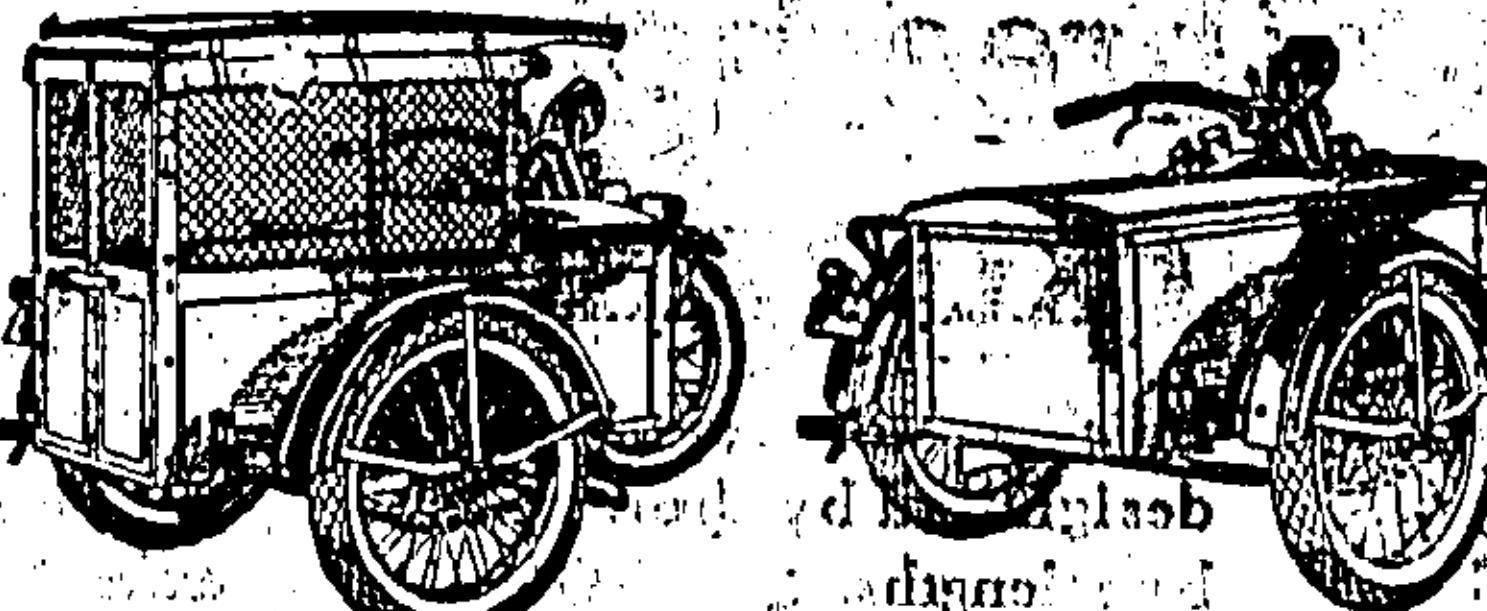
New Forest, the ideal English resort for picnic parties, is now under commissioners' ban. No cars are allowed to park on the forest land after sunset.

CAR THIEVES LOSING.

Stealing automobiles is becoming less and less of a paying proposition, reports the National Automobile Dealers' Association, of U.S. Nearly 92 per cent. of the 95,000 cars stolen in 25 cities last year were recovered.

Our Stock of 1928 Combinations and Singles is sold out.
Next shipment is due in June.

Take our advice and book your RIGHT NOW.



HARLEY-DAVIDSON PARCEL CARS.

To every tradesman, merchant and manufacturer the question of efficient low cost delivery is one of vital importance. The business man who can cut his delivery costs in half and at the same time give his customers better service will not only reduce his overhead but will also increase his sales volume. The Harley-Davidson Parcelcar is daily proving itself to be the best means of handling light deliveries—whether measured in terms of mileage, initial investment or operating costs. When its operating cost is compared with other motor equipment, it is easily seen why so many satisfied users endorse the Harley-Davidson Parcelcar.

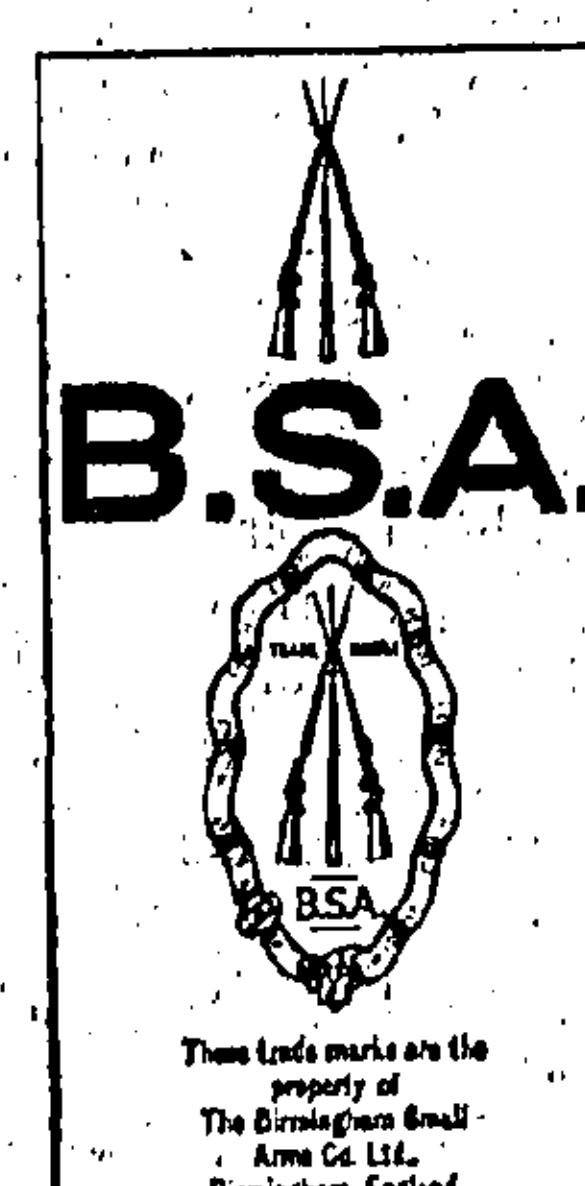
The advertising afforded by a neat and trim Harley-Davidson Parcelcar soon pays for the cost of the entire outfit. No better medium can be found to draw attention to your shop or business. The public is favourably impressed because the motor-cycle and parcelcar unit immediately suggests quick service and prompt deliveries.

Bakers, grocers, milk dealers, printers, stationers, cleaners, electricians, plumbers, meat markets, newspapers, public utility companies and countless other lines have materially increased their volume of business through the use of Harley-Davidson Parcelcars. Economy, ease of handling and dependability are qualities which have made them popular wherever used.

THE GASCON MOTOR CO.,
REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242 2, Kwong Wah Road, Kowloon.
(Opposite The Steam Laundry)

A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

FAMOUS ALL OVER THE WORLD



B.S.A.

These trade marks are the property of The Birmingham Small Arms Co. Ltd., Birmingham, England.

MOTOR CYCLES

SPEED — SILENCE — RELIABILITY

WHAT MORE COULD ANY PROSPECTIVE BUYER WANT IN A MOTOR CYCLE? WHICH EVER B.S.A. MODEL YOU CHOOSE, YOU CAN BE SURE OF OBTAINING THE UTMOST VALUE FOR YOUR MONEY—AND A MACHINE THAT IS GOOD FOR YEARS OF FAULTLESS SERVICE.

DON'T CHOOSE UNTIL YOU HAVE SEEN THE B.S.A.'S. WE HAVE IN STOCK

The Sincere Co., Ltd.

SERIES
115SERIES
120SERIES
128

Three figures which mean extra motor car value

Buick motor cars are now designated by their wheelbase lengths. Series One Fifteen has 114½ inches of wheelbase.... Series One Twenty is 120 inches from axle to axle, and Series One Twenty-eight measures 128 inches. These designations direct attention to the fact that size is the only variation in the different Buick chassis.

Another purpose is to point to

the extra comfort and value which results from Buick's extra wheelbase lengths.

Everyone knows that long cars ride easier than short ones. But it costs more to build them. Great volume is the reason for the extra value of Buick's extra wheelbase. Many cars, inches shorter than Buick and without advantages offered by Buick design, are priced considerably higher.

THE GREATEST BUICK EVER BUILT

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 33, Wong Nai Chung Road.
Telephone Central 3500 33, Des Voeux Road Central.

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM.

MORRIS

Commercial Cars

ARE DEMONSTRATING DAILY
THEIR CAPACITY FOR ECONOMIC HAULING
IN PRIVATE AND PUBLIC SERVICE.

LIST OF LOCAL OWNERS

Canton Government	10-30 cwt. 6 Wheelers.
Cheung Mei Bus Co.	4-16 passenger Buses.
China Motor Bus Co.	2-16 passenger Buses.
Kowloon Motor Bus Co.	2-16 passenger Buses.
Nam Hing Motor Bus Co.	1-12 passenger Bus.
H. Ruttonjee & Son	1-30 cwt. Lorry.
Asiatic Petroleum Co.	1-30 cwt. Lorry.
Dodwell & Co., Ltd.	1-Ton Lorry.
"Nestle Chocolate"	1-Ton Delivery Van.
Cheung Mei Bus Co.	1-30 cwt. 6 Wheeler.
Nam Hing Motor Bus Co.	2-18 passenger Buses.
Sincere Company	2-30 cwt. Trucks.

A MODEL FOR EVERY REQUIREMENT.

30 C.W.T. MORRIS 15.9 H.P. 11' 6" W.B.

Chassis Z. 5 with 32 x 4½" tyres, dual rear, F.W.B.	£320
Chassis Z. 6 complete with 32 x 6 tyres and F.W.B.	355
Type Z. 5 Standard Lorry complete with Cab	390
Type Z. 6 Standard Lorry complete with Cab	420
Type Z. 5 Char-a-banc for 18 passengers	620
Type Z. 6 Char-a-banc for 18 passengers	650
Type Z. 5 Special Saloon Bus	670
Type Z. 6 Special Saloon Bus	700

30 C.W.T. 6-WHEELER 15.9 H.P. 11' 8" W.B.

Chassis only, equipped with 32" x 4½" tyres	£538
Chassis with War Dept. type Body	626

FULL PARTICULARS AND PRICES
OF SPECIAL BODIES & EQUIPMENT
ON APPLICATION.

THE HONGKONG HOTEL GARAGE

(THE HONG KONG & SHANGHAI HOTELS, LTD.)

SHOWROOM—25, QUEEN'S ROAD CENTRAL
TELEPHONE :— CENTRAL :— 4759.

THE LIGHTER SIDE OF MOTORING.

Interesting Home Items.

[From a London Correspondent.]

The Act of Parliament which gave motorists the freedom of the roads, and abolished the necessity for each vehicle to be preceded by a man carrying a red flag, came into force on November 14th, 1896. In order to celebrate this notable event, The Autocar, in association with the Daily Sketch, is organizing a run for machines built in 1903 or earlier, over the route traversed from London to Brighton, by the cars on the historic occasion of the first motor vehicle demonstration ever held in England.

This road pageant is to take place on Sunday, November 18th, and is not confined to petrol-propelled vehicles, for already one steamer built in 1895 has been entered. The roads will be patrolled by the Automobile Association to direct the traffic and to keep the way clear for the drivers of these veteran cars, which will assuredly attract large crowds of spectators.

"Charley's Aunt."

There are many aged cars still to be found in regular use to-day, proving of what excellent material these were originally made. The owner of a 1904 Sunbeam, for instance, who still uses it regularly for business purposes, makes a point of driving up to the Olympic show each year in this old machine, and needless to say his arrival creates greater interest year by year. The car is chain-driven and possesses the heavy type of open high-seated body which was the fashion a quarter of a century ago. Despite its age, however, it can still keep up a steady 28 to 30 m.p.h. for hours on end.

H.R.H. The Prince of Wales, during a visit to the Albion Motor Car Co.'s Works at Glasgow, was particularly interested in an old Albion car of the dog-cart type, still in running order though manufactured about 1901 or 1902. A Twenty-Eight Year Old Veteran.

An even older Albion—an 8 h.p. model built about 1900—is still being driven in Johannesburg and naturally attracts considerable attention whenever it takes the road. Nowadays the Albion people confine their activities entirely to the manufacture of commercial vehicles for both goods and passengers, and these old cars are merely of historic interest.

While on the subject of the longevity of British cars, the writer is reminded of an amusing phrase coined by an owner of a Jowett. This motorist, in extolling the merits of his car, finished up by remarking that "Jowetts never wear out, they are left to the next of kin."

The Lesser of Two Evils.

A Japanese motor cyclist succeeded—unintentionally no doubt—in striking a note of humour in connexion with fines imposed upon him for speeding while residing in England. This enthusiast, who owned a Douglas, was trapped at both Patcham and Sutton on the same run for exceeding the ten-mile limit. In due course letters from the magistrates' clerks of both courts were received, the

epithet "There is many a true word spoken in jest."

former demanding payment of a fine of 40/- and the latter for one of 20/-. The ingenuous Jap replied to the Patcham bench as follows:—"Worshipped, Lords, I have to thank you for your letter. I am sorry I am unable to take advantage of your kind offer, but I have a better quotation elsewhere."

"Rings" But No "Matties."

Two prospective motor cyclists from Denmark raised considerable mirth in the Matchless works at Plumstead, by writing at some length to know if they could be presented with two "Matties" (Sie) motor cycles, or at least be allowed to have them on credit, in order that they might be able thus "to take a stroll the world around." They added that they had already procured from a Danish firm "Rings" to the machines to "the whole stroll." History does not relate what became of the "Rings"—presumably types—but the enterprising Danes were certainly not supplied with free "Matchless" or "Matties" motor cycles on which to fit them.

Hunting by Motor.

Motor cyclists in East Africa have developed a new form of sport. A favourite, but somewhat daring pastime, in this part of the globe is to hunt buck on a fast motor cycle and brain the quarry with a length of lead piping. One Douglas rider, being left-handed, became quite an expert at this and even succeeded in catching a young hartebeest alive, but not without damaging himself and his machine in the crash which inevitably followed.

Another sportsman in the same ares, mounted on a Triumph, has been known to ride alongside a zebra, let go of the handlebars, lift a shotgun from a special shot fitted on the footrest, and shoot the animal, while both of them were travelling at between 30 and 40 miles an hour.

Big game hunting by car is an innovation that may soon become popular for a number of six-wheelled Morris cars have recently been supplied by Messrs. Rootes, Ltd. to an Indian Rajah for the purpose of big game hunting. These cars have been fully equipped with spot-lights for night work with tigers and have readily accessible gun and cartridge cases.

The Humourous Touch.

One occasionally meets with paragraphs in the press the headings of which arrest one's immediate attention. A case in point is a paragraph, which the writer noticed the other day, headed "The £40,000 car." This turned out to refer to a demonstration model of the 18/30 h.p. 6-cylinder Star, which has earned over £40,000 in orders in a matter of about four years.

The "Torque Tube," who contributes a weekly page of satire to Moot Transport, has a happy knack of expressing, with Gilbertian humour, the comic aspect of ordinary mundane affairs.

The road v. rail controversy now raging in England is reflected in the following example:—"Talking of railways, what's the difference between the permanent way of the Great South-Northern and the permanent way in which meetings of the directors of that Company are conducted? You don't know! Well, in the first the chairs are on the sleepers and in the second the sleepers are on the chairs."

There is many a true word spoken in jest."

Tire Costs Go Down

Equip your car with
Miller—Scientifically
Correct Balloon Tires—
and as the miles pile up
on your speedometer,
tire cost goes down and
down. Three great Scientific
Improvements bring
you amazing new mileage.
Manufacturing economies bring
you very low prices.

LOOK!

Sizes to fit all cars at equally attractive prices

A. LUNG & CO.
Sole Agents:
19, Queen's Road, C. Phone C. 1219.

Family Motoring at
Motorcycle Costs. To
operate an "Austen 7"
is from \$9 to \$12.00
and month. Think it
over.

ALEX. ROSS & Co., (China) Ltd.

Prince's Building, 2nd floor, Ice House St. Entrance.
STOCKS CARRIED

CHINA UNDERWRITERS, LTD.

FOR
ALL CLASSES
OF
MOTOR INSURANCE

WRITE FOR PROSPECTUS

HEAD OFFICE: ST. GEORGE'S BUILDING, HONGKONG. TELEPHONE: C.1121-22

WILL SOON ARRIVE!!

MODELS OF THE FAMOUS
MONET & GOYON
MOTOR CYCLES.

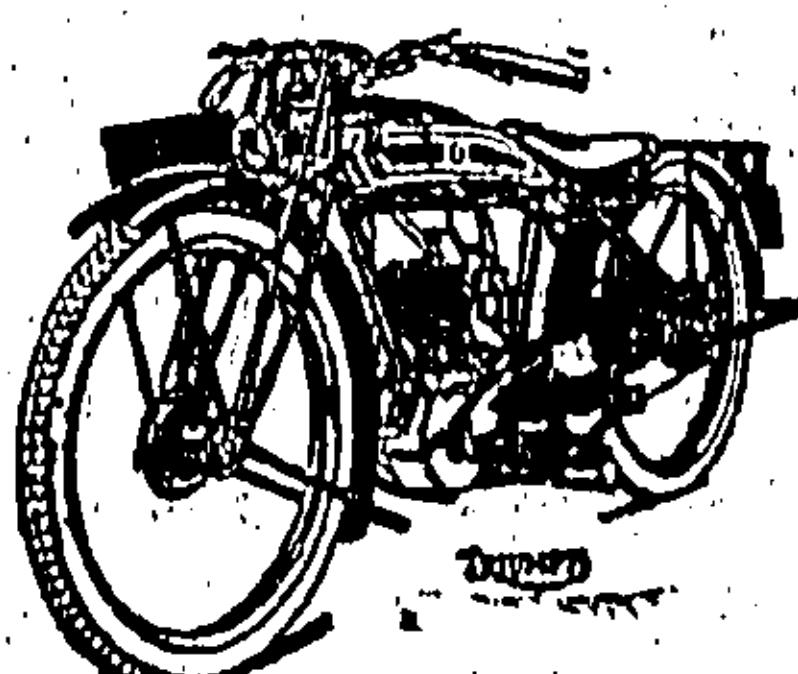
Winners of hundreds of first prizes in French and International Competitions, including Championship of France in 1924, 1925, 1926, and 1927, and holders of many world Records.

For particulars:
Write P.O. Box 613, Hongkong.



A stop sign that won't surprise motorists by changing just as they approach at street intersections in busy cities has been invented by A. O. Olafson of St. Paul. A dark coloured band is made to move from bottom to top in 16 seconds. When it gets to the top it drops down quickly and the signal automatically turns to permit traffic to change. Thus an approaching motorist, by watching this band, can tell whether he still has time enough to make the crossing.

STYLE.
QUALITY.
POWER.
SPEED.



FRANCIS AND BARNETT
Cycles
From £36.00 up.

DOUGLAS E. W.
From £59.00 up.

TRIUMPH MOTOR-
CYCLES
From £60.00 up.

A.J.S. MOTORCYCLES
From £61.00 up.

INDIAN MOTORCYCLES
From G\$245.00 up.

BUY EARLY,
because on July 1st,
there will be a 10% in-
crease on British Cycles.

ALEX. ROSS & CO.
(CHINA), LTD.

Prince's Building, 2nd Floor.
Ice House Street Entrance.
Showroom No. 1 Chater Road.

STOCKS CARRIED:



THE HONGKONG AUTOMOBILE
ASSOCIATION

A Few Advantages:
10% Off Motor Car Insurance
Free Legal Advice
Reliable Drivers Supplied
Free Mechanical Advice
Associate Membership of the
R. A. O. and A. A. London.

All Communications for
Membership, etc. to
REV. G. E. S. UPSDELL
Hon. Secretary.

C/o "Hongkong Telegraph"

NASH
LEADS THE WORLD
IN MOTOR CAR
VALUE.



Engine, 6 cylinders.
7 bearing Crankshaft.
4 Wheel Mechanical Brakes.
5 Disc Steel Wheels.
Full size balloon cord tyres.
Automatic Windshield wiper, air
cleaner, oil purifier, petrol filter,
gowl ventilator, force feed lubrication,
front & rear bumpers, leather
upholstery, hydrostatic gasoline
gauge.

Nash Standard Six 5 seater
Tourer ... G\$1150.

Nash Advanced Six 7 seater
Tourer ... G\$1650.

Prices for other models on
application.

Free ride to prospective buyers.

Sole agent for South China:

Wong Siu Woon,

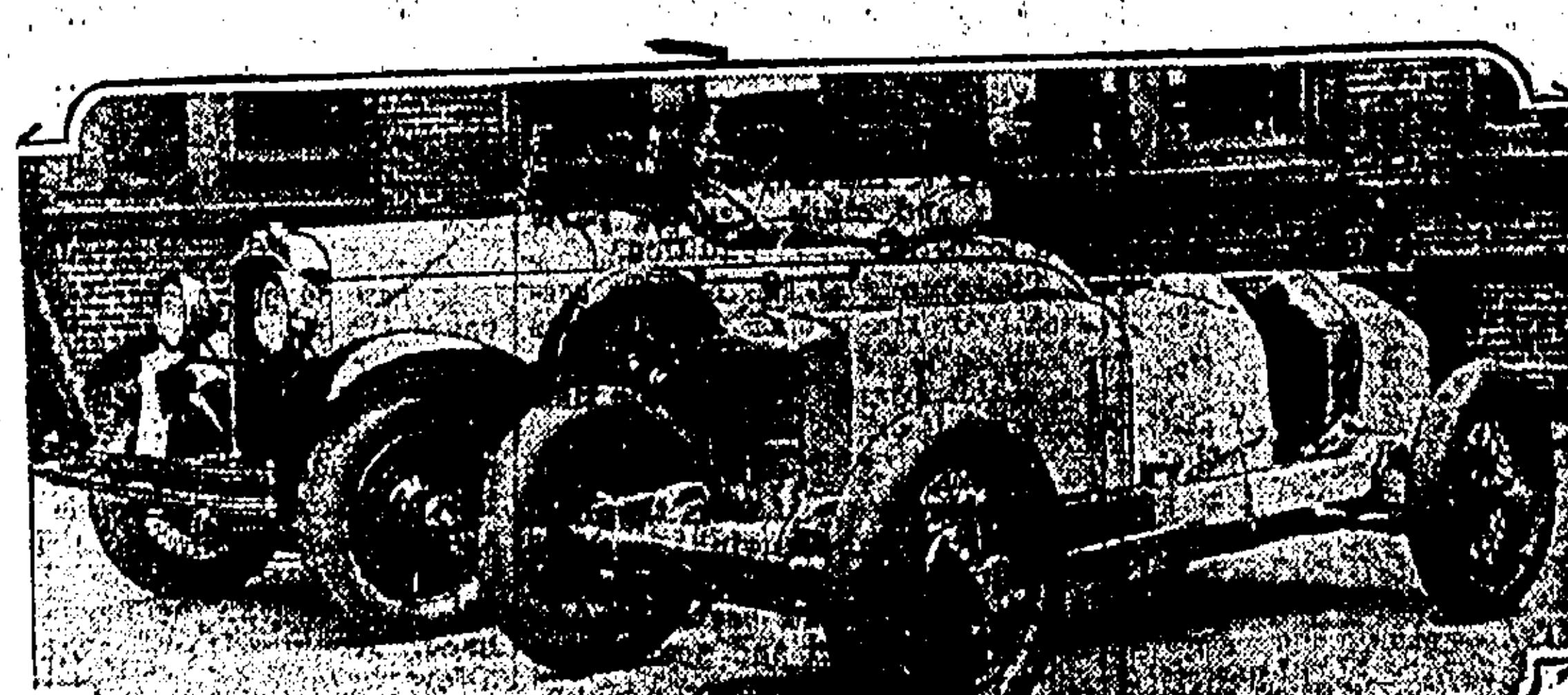
51 Pottlager St. Phone C. 1474.

Service Station,

78 Des Voeux Road C.

LESSONS LEARNT FROM RACING.

Passenger Cars of To-morrow.



Indianapolis, Ind., April 20.—What the future will see in passenger car design, the present may observe in the special speed creations now being prepared for the Sixteenth Annual International 500-mile race at the Indianapolis Motor Speedway on May 30.

It is on these models of tomorrow's stock cars that engineers are testing their advanced theories for the improvement of the automobile of to-day. To make this possible, the racers have to be built with different parts and with more individual attention than those built for daily use.

There is a difference in the shape of valves, the shape of the intake and exhaust ports, the motor heads and the manifolds. The metals are of different cast and differently heat treated and there is an experimental air of uncertainty in the race car against the practical efficiency of the stock car.

The stock car is a problem solved; the race car a problem of future transportation being solved.

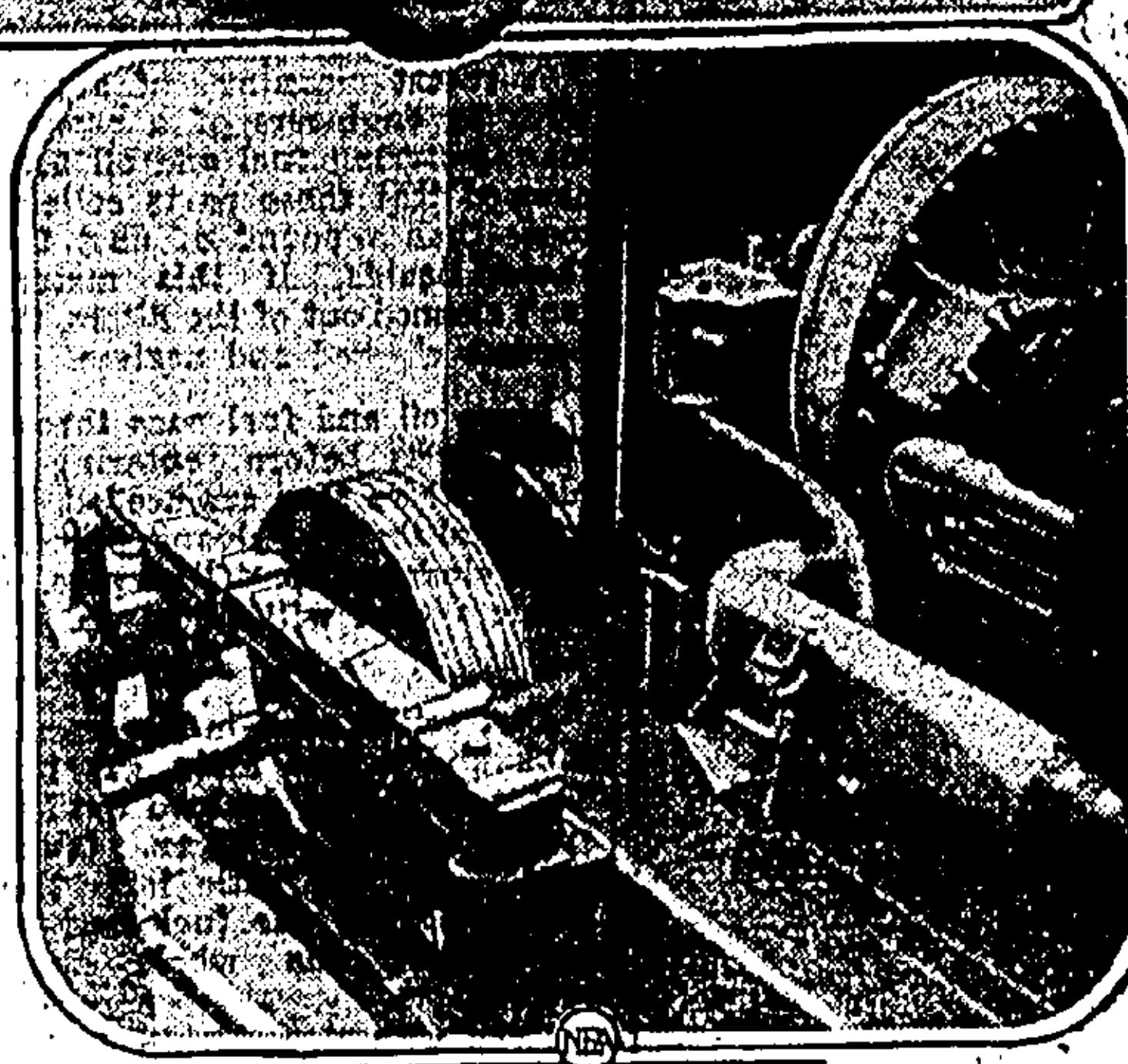
Big Race Tests Ideas.

"We don't want to learn anything about the car of to-day," says Earl Cooper, veteran driver for the Marmon Specials in the coming race. "We know about it. It is the car of to-morrow in which we are interested."

"We have some engineering ideas we believe are sound. So we are incorporating them in the race cars. If the cars go through the grueling 500-mile contest, which is the equivalent to a year's ordinary driving, the ideas are all right. If they don't we will learn why."

There are no fans on racing cars. Fans are not necessary because the head-on wind encountered by a car travelling faster than 100 miles an hour is much greater than any fan could produce. But in low speeds, in traffic and with a motor idling, there is real necessity for a fan in a passenger car.

There is no muffler on a racing car. A muffler would create back



Small as the modern car is, the racer is much smaller, as the comparison of a Marmon stock car and a Marmon Special shows above. Lower photo shows the supercharger, half-springs and other novelties in the racer.

pressure on the engine's working parts, at the excessive speeds travelled. The noise is no drawback on the race course. But a muffler on a passenger car naturally is a necessity.

No Generator or Starter.

There is no generator nor self-starter on a race car. One of the principal reasons is to keep down weight. Besides self-starters are not necessary since race cars are not frequently starting and stopping. And a generator is unnecessary because of the absence of the self-starter and the fact that electric lights are not used on race cars.

Castor oil is a lubricant in automobile race cars because it holds its body in the film of oil on the cylinder walls while the motor is racing, at 7,000 revolutions a minute. The gasoline in the combustion chamber would cut other oils, but the other oils are much better for passenger car use where working parts are not moving so rapidly.

Ordinary gasoline is the fuel for race cars. It is "hopped up" with "dope," such as may be obtained at any filling station, permitting the use of high compression.

Superchargers for Speed.

Springs on a race car are not as flexible as on a passenger car. If they were, a driver could not control his car at high speeds. There would be too much action.

Superchargers are used on racing cars to-day and there is little doubt but that they will be used on passenger cars soon. A supercharger is a fan-like arrangement which builds up pressure to force fuel into the gasoline chamber of a motor. Instead of the motor sucking the gas into the intake ports, it is forced in at a pressure of 25 to 30 pounds.

It is pointed out that the Marmon racing team is composed of cars of the front wheel drive type, the development of which is being closely watched in all corners of the industry.

GOOD ROADS SUGGESTIONS.

Motor Taxes for Highways.

The Road Transport Committee of the International Chamber of Commerce during the meeting held at Stockholm, adopted the following resolution:

"Recognizing that motor traffic, which was once a luxury has now become essential to the efficiency of a progressive country."

"We recommend:

"That special taxes levied on the motor vehicle itself or on the motor fuel should be based on highway use, devoted to highway purposes, collected and expended under centralized state control."

"That highways should be developed to suit modern traffic and that the cost should be distributed in relation to the benefits derived."

"That taxes should be such that they will not check the economic use of the motor vehicle."

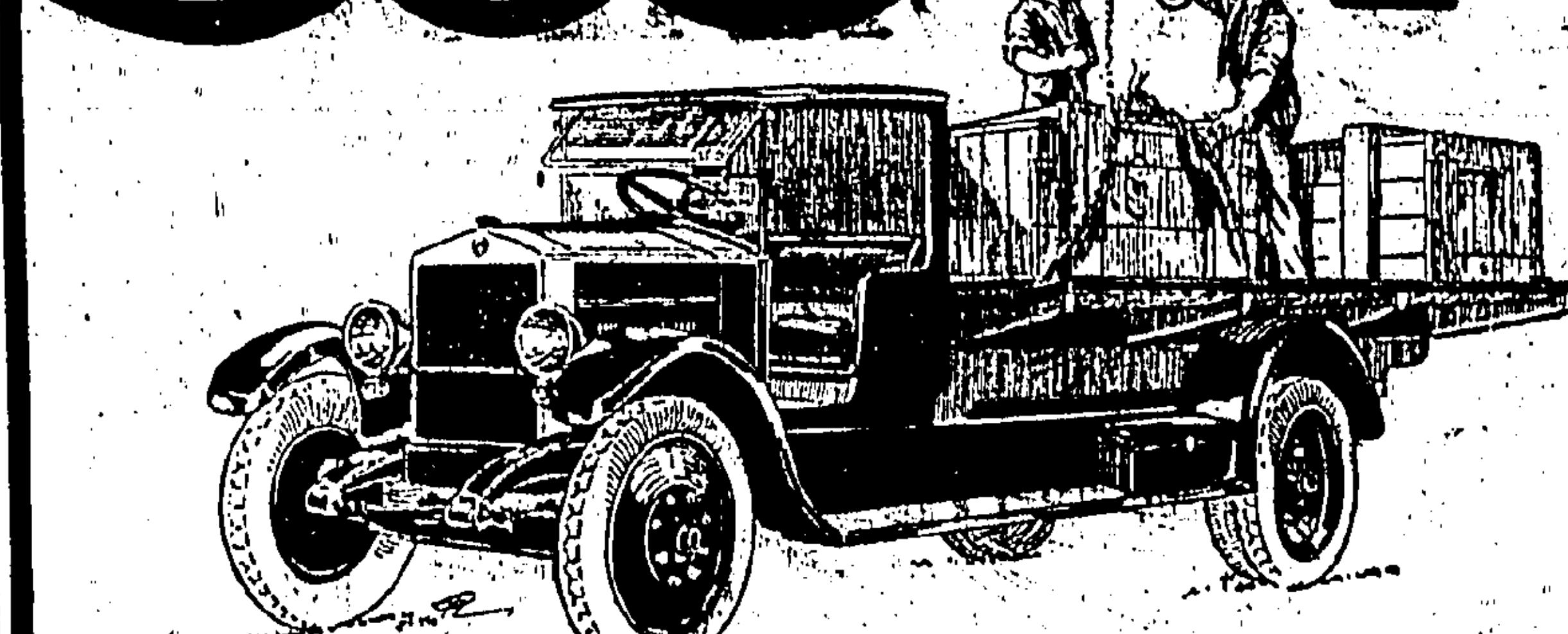
"That where it is necessary to authorize constructors of a special road to charge toll for its use, the State should retain the right on payment of compensation to purchase or control the road."

"That city planning should provide for a free flow of traffic and proper facilities for garaging vehicles."

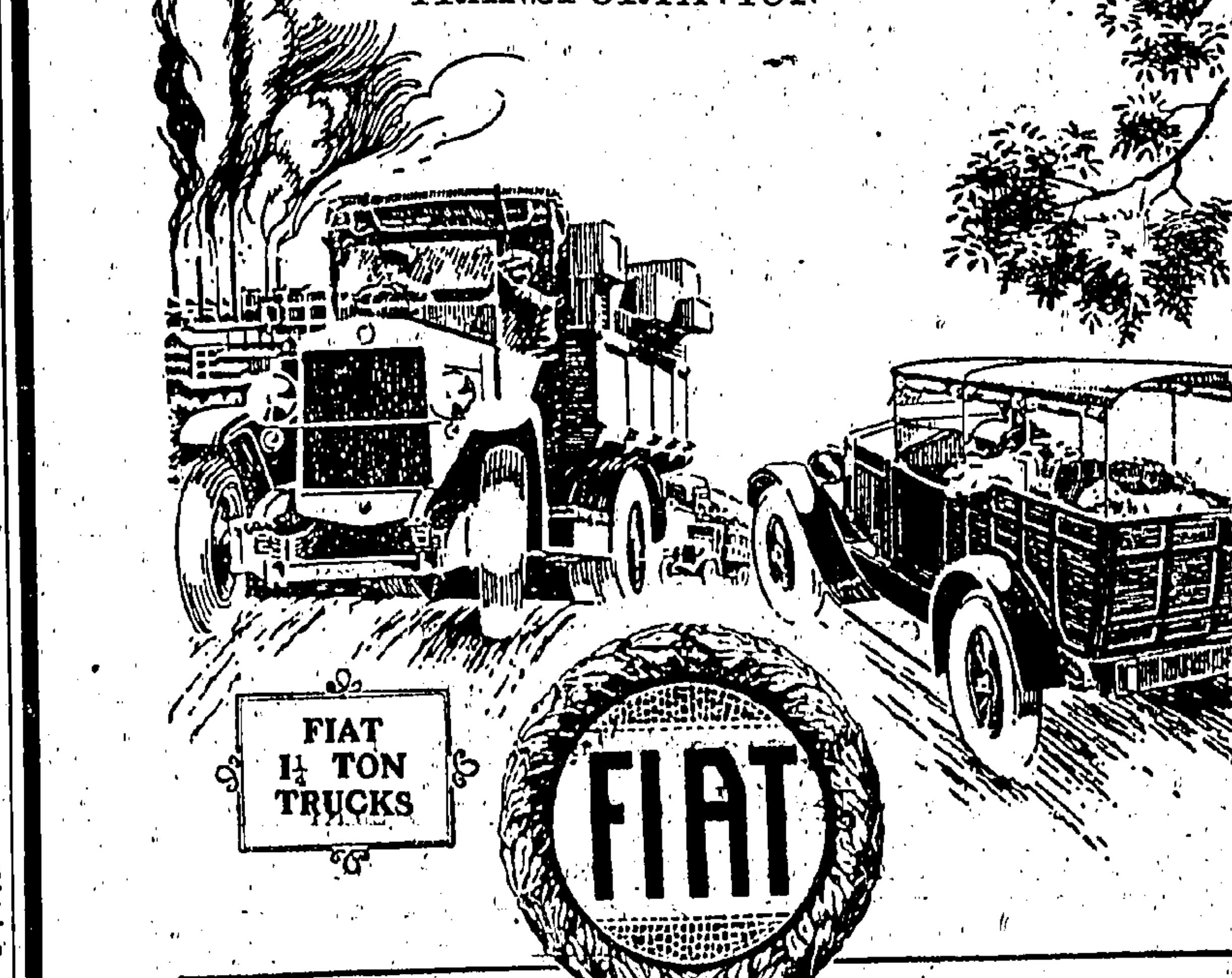
"That every precautionary measure should be taken for greater safety on streets and highways, including education of drivers, of pedestrians, and particularly of children."

If all of the losses mentioned could be obviated, drivers who now travel 25 miles on a gallon of fuel would be able to cover 125 miles on the same quantity.

503 F



RAPID & ECONOMICAL
TRANSPORTATION



STOCKS CARRIED
1½ TON, 2 TONS, 3 TONS & 5 TONS TRUCKS.
APPLY FOR TRIAL, PRICES AND ALL PARTICULARS TO
SOC. ITALIANA, IMP. ESP. ESTREMO ORIENTE, LIMITED.
Managers:—A. GOEKE AND COMPANY.

67, Des Voeux Road, Central.
Telephone Central 4821.

67, Des Voeux Road, Central.

67, Des Voeux Road, Central.
Telephone Central 4821.



**STYLED for BOULEVARDS
... POWERED for TRAILS**

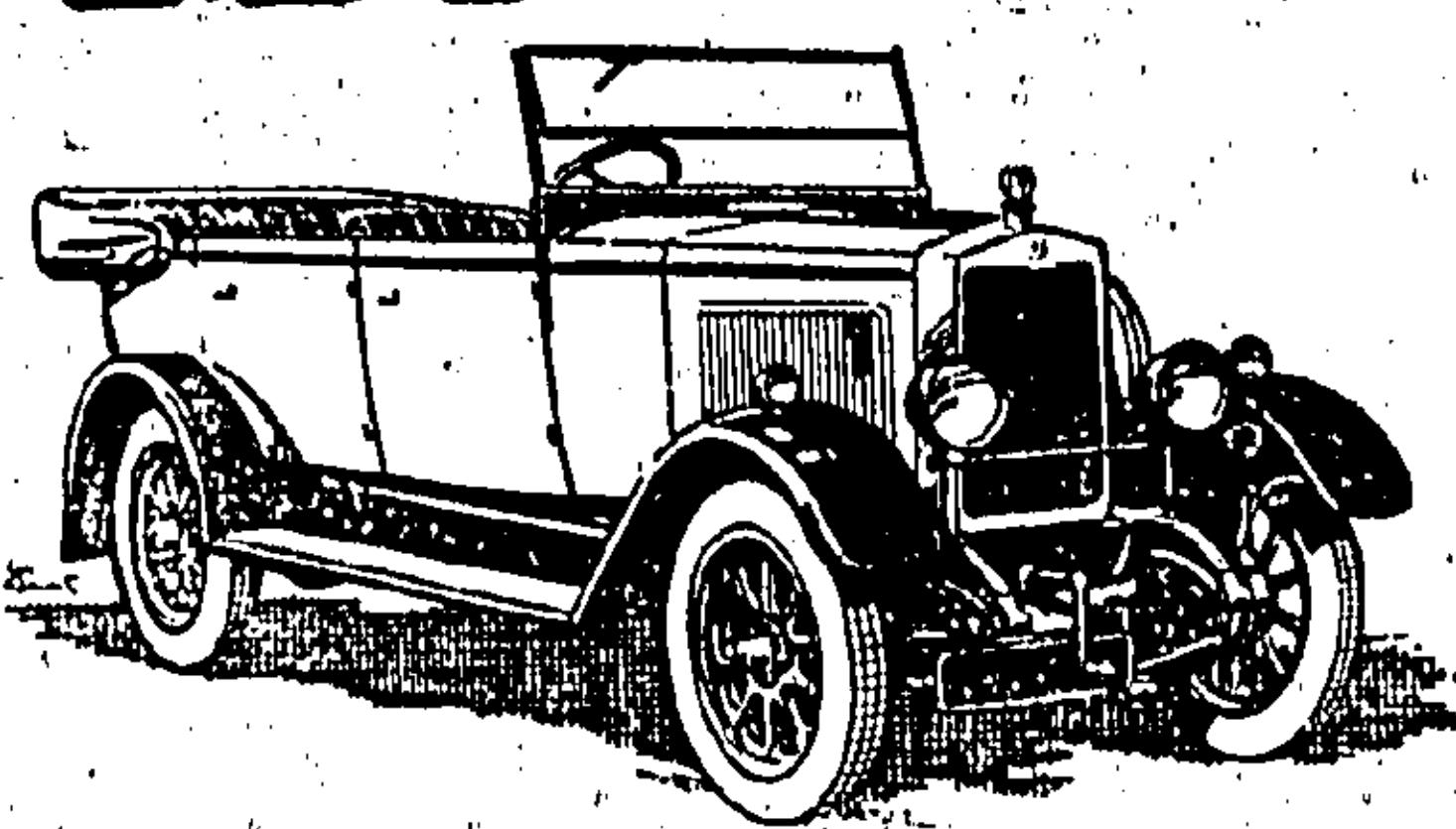
You must make your own tests to fully appreciate the 6-cylinder capabilities of Studebaker's new Erskine Six Tourer. In official tests, sedans and coupes of this new Erskine Six averaged more than 34 miles per hour for 24 continuous hours!

The more powerful 6-cylinder engine in Studebaker's new Erskine Six laughs at hills and heavy going. Abundant power permits smooth gear performance in congested traffic.

The HONGKONG HOTEL GARAGE.
(The HONGKONG & SHANGHAI HOTELS LTD.)
SHOWROOM—25 Queen's Road Central.
Telephone, Central 4759.

**STUDEBAKER'S
ERSKINE SIX.**

MORRIS



THIS IS . . . "the Wheel of the World"
The CAR of the Year

DELIVERED PRICES
NETT NETT EXTRA
CASH CASH for 55"
London Hongkong Track

**MORRIS-COWLEY 11.9 H.P.
48" TRACK—105" WHEELBASE.**

ROADSTER	4 Seater	£153	£180	£5
TOURING (4-DOOR)	4 Seater	170	200	5
COUPE (FIXED HOOD)	2 Seater	175	210	10
SALOON (4-DOOR)	4 Seater	185	225	10
TRAVELLER'S CAR		168	200	—
STANDARD VAN		165	200	—

**MORRIS-OXFORD 11.9 H.P.
48" TRACK—108" WHEELBASE.**

TOURING	4 Seater	205	235	—
SALOON	4 Seater	215	255	—

**MORRIS-OXFORD 13.9 H.P.
48" TRACK—106" WHEELBASE.**

ROADSTER	4 Seater	210	240	—
TOURING	4 Seater	225	260	15
COUPE	2 Seater	230	270	—
SALOON	4 Seater	250	290	20
LANDAULETTE	5 Seater	285	330	—

**MORRIS-OXFORD 15.9 H.P.
56" TRACK—114" WHEELBASE.
(4-speed gear)**

TOURING	5 Seater	315	355	—
SALOON	6 Seater	345	400	—

**MORRIS LIGHT SIX 17.7 H.P.
2468 c.c.—Approx. 2½ litres.**

TOURING	5 Seater	370	360	—
SALOON	5 Seater	350	405	—

BEFORE YOU PURCHASE ANY CAR INVESTIGATE THE DEALER'S SERVICE AND INSPECT STOCKS OF PARTS CARRIED



COMPARE
MORRIS VALUES
AND ASK US FOR A DEMONSTRATION.

THE HONGKONG HOTEL GARAGE

(THE HONGKONG AND SHANGHAI HOTELS, LTD.)
CAR SALES AND ACCESSORIES | SERVICE AND PARTS | Phone C. 4759. | Phone C. 4602.

MOTORING ON HOME LEAVE.
With a minimum of
WORRY AND EXPENSE.

We can supply you with any make of car on our
BUY BACK GUARANTEE.

We relieve you of all trouble of obtaining Licences, Insurance, Registration, A.A. or R.A.C., membership, etc., **WITHOUT CHARGE.**

Full particulars on application to:

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P. & O. House, 14/15, Cockspur St., London, S.W.1.
or by writing to our

LOCAL REPRESENTATIVE

BC/OX No. 333. "Hongkong Telegraph."

THE MOTOR UNION INSURANCE CO LTD.

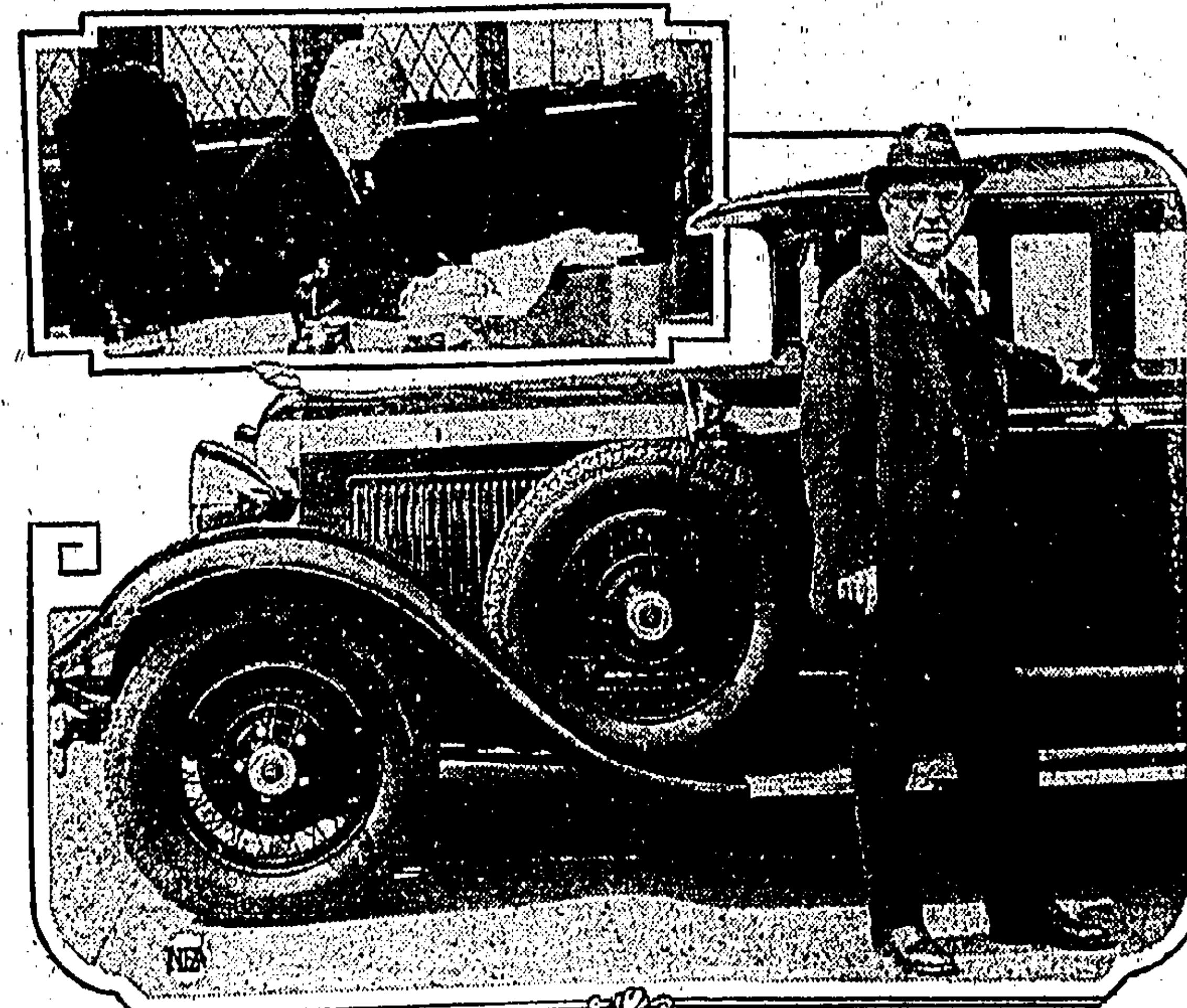
Incorporated in England
(Under the auspices of the Automobile Association)

SPECIALISES IN MOTOR INSURANCE

LOCAL AGENTS,
THE UNION TRADING CO., Ltd.
York Building. Phone C. 587.

THE PRESIDENT OF STUDEBAKER.

Sketch of Successful Career.



Albert Russel Erskine, at work (upper view) and ready for a drive in one of his own products—the Studebaker President.

South Bend, Ind., April 20.—At his right hand, on a richly carved, walnut desk, Albert Russel Erskine, president of the Studebaker Corporation, keeps a dictionary.

In his leisure moments he picks up his dictionary and opens it at random. Word by word he reads and reflects.

That is the unique diversion of one of the leading figures in the American automobile industry. He has been doing this for 35 years. Erskine worked his way up in the accounting department of this business, studying technical books during his off hours and working late almost daily. His reward came at the age of 31, when he was appointed general auditor and was given supervision of the operations of 300 cotton gins, with headquarters in New York.

"Facts," he says, "are getting scarcer every day."

Serious, industrious as he is, it is rather on this phase of his character that Erskine has advanced himself from the stage of a struggling bookkeeper to that of a wealthy industrial leader.

"Get all the facts," is his cry and he is impatient with those who ignore this injunction.

To-day, besides getting the facts, Erskine gets things done, and quickly. He has surrounded himself with young executives and a youthful staff that, despite its speed and pep, finds it hard to keep pace with this man of 57 years.

Started From Poverty.

Practically all the people of Huntsville, Alabama, where he was born in 1871, were impoverished by the Civil War and the ten year reconstruction period which followed it. Therefore his father, son of one of Alabama's leading citizens, moved to St. Louis for a new opportunity. There young Russel went to school.

"But I wanted to be independent," says Erskine, "so I quit school at 16 and went to work. I had worked the previous summer as a shoe clerk from early morning to late at night for \$1.50 a week."

Erskine's first regular job paid \$7.50 a week. At 21 he became bookkeeper in a wholesale drug house where, after two years at the same job, he saw his opportunity to keep two sets of books and demanded it. He asked to do the work of two men. He got the assignment and one-third more pay.

INTENSIVE RESEARCH.

The Work of Studebaker.

A revelation of the intensive research carried on by automotive engineers in their relentless search for the facts of performance is contained in a statement which was made public recently by W. S. James, research engineer of The Studebaker Corporation.

"Records of the Studebaker Proving Ground and Research Laboratory show that Studebaker and Erskine experimental cars were driven a total of 1,675,000 miles in 1927," said Mr. James.

This amazing mileage, equivalent to more than 61 trips around the earth, covers 12 months' test driving of Studebaker's new Erskine Six, The Director, The Commander, the new President

and various commercial model. It does not include comparative tests and studies made with competitive cars nor many other tests made in the laboratories on individual units such as motors, springs, and other parts.

These tests, made with special laboratory equipment, would greatly increase the actual driving mileage if their equivalent mileage were included.

As an example of these laboratory tests, Mr. James quoted a report on one 350 hour endurance run made by a new President Eight motor. The run covered the equivalent of 14,000 miles. The motor was run at wide open throttle for 50 consecutive hours at a speed of 10 miles an hour, then for another 50 hours at 20 miles an hour, and so on without stopping through five additional fifty hour

periods at 30, 40, 60 and 70 miles per hour. The only replacements or adjustments made during the run were two spark plugs.

This impressive endurance run was but one of many made with the eight cylinder motor before it won the engineers' approval for production.

GAS-ELECTRIC TAXI.

Philadelphia, April 20.—A new gas-electric taxi has been on display here. The new model consists of an electric generator, driven by a gasoline engine, supplying electric current to the motor, which is mounted directly behind it. This motor, in turn, drives the rear axle propeller shaft. There is no gear shift lever or clutch.

Periods at 30, 40, 60 and 70 miles per hour. The only replacements or adjustments made during the run were two spark plugs.

This impressive endurance run was but one of many made with the eight cylinder motor before it won the engineers' approval for production.

STEP ON IT

Forty miles an hour when new fully covered by Studebaker Warranty.

On the Dairy Farm or Shaukiwan hills in swift get-away and flashing pickup—the abundant power of the Studebaker is a constant source of pleasure. And because its power is derived from a generous-sized engine instead of a small over-worked high-speed engine, it performs without strain and consequent wear.

AN ECONOMICAL CAR TO OWN

Low in first cost due to savings effected by One Profit manufacture, which enables Studebaker to offer you a better car at a lower price.

Low operating cost because of the high quality of material and workmanship used in its construction. For several years Studebaker repair parts sales have averaged only \$18.00 per car per year.

STUDEBAKERS ARE BREAKING IN WHEN OTHERS ARE BREAKING UP

Before you buy a car consult our friends—Studebaker Owners—and ask us for a demonstration on a

Studebaker

HONGKONG DELIVERED PRICES.

ERSKINE SIX

N.A.C.C. Horse Power Rating 18.15 Brake H.P. 43 at 3000 Revolutions. Piston Displacement 160.37 Cu. In. Wheel Base 107 inches. Speed 62 M.P.H. Tourer ... 5 passenger ... Nett Weight 2292 lbs. ... G\$1,450 Club Sedan ... 5 passenger ... " 2437 " 1,150" Roadster ... 4 passenger ... " 2297 " 1,200 Cabriolet ... 2 passenger ... " 2322 " 1,200 Sedan Royal ... 5 passenger ... " 2537 " 1,250

All prices include Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

DIRECTOR SIX

N.A.C.C. Horse Power Rating 27.34 Brake H.P. 70 at 3000 Revolutions. Piston Displacement 241.6 Cu. In. Wheel Base 113 inches. Speed 65 M.P.H. Tourer Royal ... 5 passenger ... Nett Weight 3070 lbs. ... G\$1,450 Roadster ... 4 passenger ... " 3080 " 1,500" Tourer Royal ... 7 passenger ... " 3080 " 1,550" Club Sedan ... 5 passenger ... " 3155 " 1,600" Sedan Royal ... 5 passenger ... " 3225 " 1,700

All prices include Disc Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

COMMANDER SIX

N.A.C.C. Horse Power Rating 36.04 Brake H.P. 85 at 3000 Revolutions. Piston Displacement 353.8 Cu. In. Wheel Base 120 inches. Speed 72 M.P.H. Roadster Royal ... 4 passenger ... Nett Weight 3318 lbs. ... G\$1,900 Club Sedan ... 5 passenger ... " 3433 " 1,950 Cabriolet Royal ... 4 passenger ... " 3498 " 2,000 Sedan Royal ... 5 passenger ... " 3580 " 2,000

All prices include Disc Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

PRESIDENT EIGHT

N.A.C.C. Horse Power Rating 36.45 Brake H.P. 100 at 3000 Revolutions. Piston Displacement 313 Cu. In. Wheel Base 131 inches. Speed 80 M.P.H. Tourer State ... 7 passenger ... Nett Weight 3760 lbs. ... G\$2,500 Sedan State ... 7 passenger ... " 4036 " 2,650 Berlin State ... 7 passenger ... " 4065 " 2,700 Limousine State ... 7 passenger ... " 4096 " 2,900

All prices include 6 Wire Wheels, Choice of Upholstery, Front and Rear Bumpers, Extra Tires and Tubes, Extra Bulb Horn, Shock Absorbers, Luggage Grid.

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MORE mileage—MORE strength—MORE lasting beauty—MORE road-gripping safety.

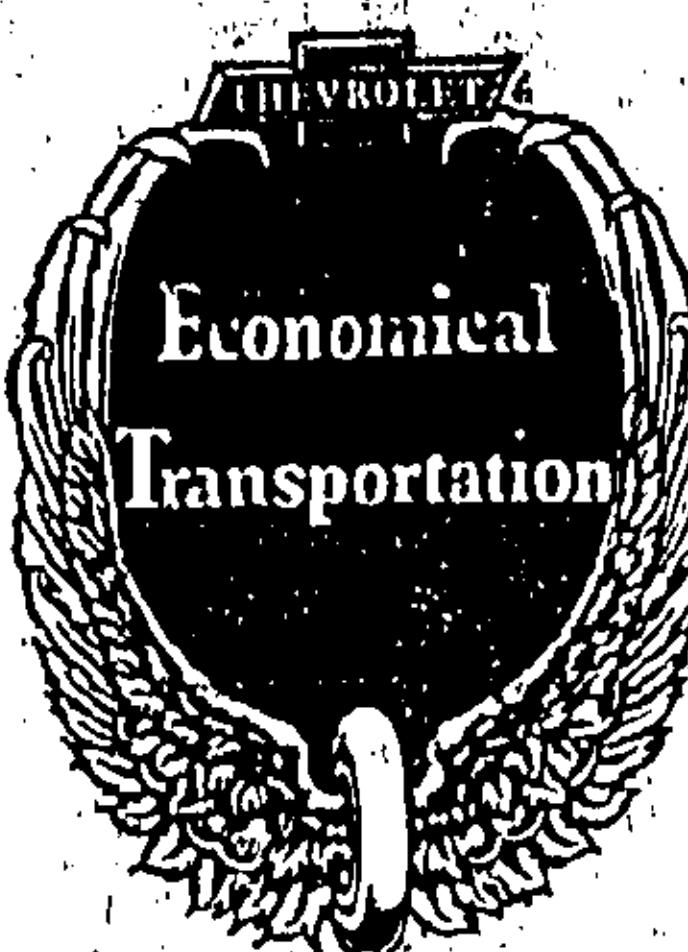
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UNIVERSAL MOTOR & SUPPLY CO.

61, Des Vaux Road Central.



HONGKONG DELIVERED PRICES.

SERIES A. B. "NATIONAL"

	S.A.E. Horse Power Rating 21.7	Brake Horse Power 35 at 2200 Revolutions	PISTON Displacement 170.9 Cu. In.	Wheelbase 107 inches	PACKING.
	NETT WEIGHT	F.O.B. FACT:	EXTRA NETT	SHIPMENT NETT	CASH DELIVERY HONGKONG
* * CHASSIS 1 TON	1765 lb.	G\$375	G\$21	G\$184	G\$ 530
* * ROADSTER 2 Passenger	2100 "	495	56	219	770
* TOURER 5 Passenger	2160 "	495	56	219	770
* COACH 5 Passenger	2430 "	585	45	270	900
* COUPE 2 Passenger	2305 "	595	45	270	910
* CABRIOLET 4 Passenger	2340 "	665	45	270	980
* SEDAN 5 Passenger	2505 "	675	45	270	990
* LANDAU 5 Passenger	2475 "	715	45	270	1020

* Hongkong Price includes spare rim tire & tube, Right Hand Drive.
• Hongkong Price includes spare rim Tire & Tube, Bumper, bulb Horn, Dash Deck Top, Right Hand Drive.
• Hongkong Price includes spare rim Tire & Tube, Bumper, bulb Horn, Right Hand Drive.

SERIES L. O. "CAPITOL"

S.A.E. Horse Power Rating 21.7	Brake Horse Power 35 at 2200 Revolutions	Piston Displacement 170.9 Cu. In.	Wheelbase 124 inches.
Chassis 1 Ton nett weight	2130 lbs.	G\$495	G\$40
Chassis 1 Ton with Cab weight 2500 lbs.	610	40	185

Hongkong Price includes spare rim, Tire and Tube and 4 fenders.

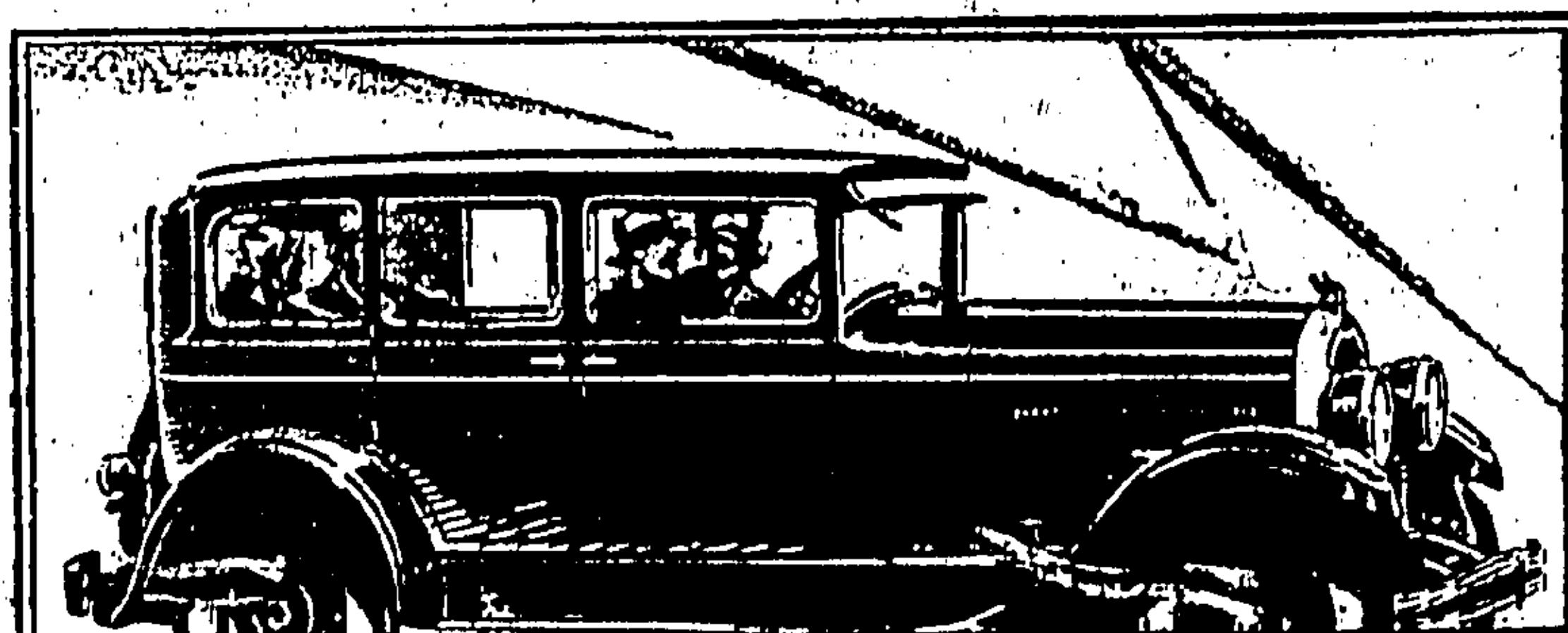
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Demonstration Will Prove it to You

There is a new performance sweeping the land—Chrysler "72" performance—obsoleting everything in its field today as completely as did the first Chrysler four years ago.

75 h.p. from an engine of surprisingly small size for such capabilities, through Chrysler's special genius in design and precision manufacturing.

72 miles and more an hour—

now made still more smoothly, more easily because of the counterweighted 7-bearing crankshaft.

In traffic, it whisks to the fore in a way that out-Chryslered even Chrysler. Mountain grades literally melt before it.

You owe it to yourself to know this superb Chrysler performance. A demonstration entails no other obligation.

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DRIVE A CHRYSLER TO PROVE A CHRYSLER

WOMEN DRIVERS EXCEL

Their Excellent Sense.

Are women motorists a menace? Some are—but, then, so are some men. All who have studied this question with an open mind agree that the large and ever-increasing number of women drivers are developing a very sure and very sound road sense.

Many of them cannot say why they do the right thing at the right moment, but then neither can a good many other efficient workers. In everything woman acts more by instinct than by reason—a most valuable asset to any driver, male or female.

Indeed, woman's mental make-up exhibits just those qualities which the good driver should possess. When she takes to motoring her chief aim is to learn to drive. She concentrates her whole attention and her enormous enthusiasm on mastering those details which make the perfect motorist.

She may not care a bit for gears, pistons, magneto, and the other grisly details about which mere man concerns himself. She is out to achieve results, and those results are almost invariably good.

Woman has a natural aptitude for driving. Her touch is delicate; her sense of fitness very strong. She does things properly because it comes naturally to her to do so. She is not content just to "pick things up," she studies driving with keenness. The result? It can be observed on all our roads to-day, provided one has the eyes and will to see.

There was a time when the sight of a woman at the wheel alarmed all who witnessed it. Men drivers gave her a wide berth. The fact that she was a woman was accepted as sufficient excuse for most sins of omission and commission. That spirit lingers still, in spite of what women drivers did during the war.

But modern motoring Eve does not care for that sort of thing. Rightly, she is a driver first and a woman second. She is on the road because she has a right to be there—because she can drive well. She neither asks nor expects preferential treatment, though a signal of distress is still sufficient to bring masculine assistance to her side.

What woman is not proud? It is that pride—pride in her own ability—that is making her the perfect driver. When she is on the road she is far more concerned with her driving than the effect she is creating on the passing male. It is here that she excels. One job at a time is enough for her.

In the ballroom or the restaurant she is in her kingdom. Then she expects the homage which is her due; but on the road—not a bit of it! She is just a unit in the army of road-users, courteous to others and expecting the same in return.

That may sound a sweeping statement, for the old gibe that women know nothing about the team spirit dies hard. But it is true! Watch a woman in a sports car! She doesn't attempt spectacular stunts to the danger of other people. It's the young blood, in plus-fours and a college muffler who misuses the power of the super-car.

The secret of good driving is simply the ability to get there in the shortest time and with no danger to others. If some women haven't learnt it, that's because they haven't had time. The same rule applies to men.

There's no inherent reason why women can't become drivers every bit as efficient as men. They are proving it, not only on the road, but on the track, where resource, quick thinking and initiative are constantly demanded.

For a long time men have been telling women that they can't drive; that they are a positive danger. That fact alone is sufficient to make of every woman a super-motorist. It may be her pride—it may be, as others say, her contrariness—but Eve is never satisfied with admission on sufferance to any sphere.

So she sets out to beat man at his own game. She is succeeding every day, and she is influencing the whole trend of motoring. Her presence on the road inspires men to envy. The more women there are the more men will want to be superior. That can only result in a great raising of the standard of road manners and greater safety for all.

NO "SECOND-HAND."

The Sydney motor trade has barred the term "second-hand." It is thought that "used car" is more suggestive of value, and this term is now used in all showroom displays and advertisements. Occasionally one sees a car on the garage floor which could be more accurately classified as an "abused car."

THE TRANSMISSION.

Some Explanatory Notes.

Working with the clutch, in the process of making the engine move the automobile, is the transmission.

This consists of an arrangement of gears by which a car may pick up speed in gradual steps, or back up when desired.

Knowledge of how these gears work may help toward elimination of the scraping noises we hear when poor operation causes them to clash. In fact, it may avoid the possibility of stripping some of the teeth from the gears and, so making the entire transmission worthless.

The gears are so arranged in the transmission that, when the lever is in neutral position, they do not mesh. All that is happening, while the engine is running and the clutch is engaged, is the revolution of the main driving gear on the engine shaft and the countershaft gears with which make contact is made to those on the propeller or drive shaft.

Since the operating gears are not meshed, the clutch may be engaged. But when the lever is to be thrown into first, to mesh the large sliding gear on the propeller shaft with the smaller one on the running countershaft, the clutch must first be disengaged completely—the foot pedal must be pressed down to the floor board—or there will be a scraping of gears, a straining and possibly stalling of the engine. That, too, is how gears are stripped of their teeth and rendered useless.

This is what happens when the lever is shifted:

The engine has been running at a normal speed, while the lever is in neutral and the car is standing still. While this is going on, however, the engine is driving the gears on the countershaft at the same speed it is going.

When the clutch is disengaged, the engine is separated from the countershaft gears and leaves these to revolve on the momentum it has given them. While they are revolving, at a comparatively slow speed, the low gears can be meshed with the sliding gear on the propeller shaft, the clutch may then be let in slowly and the car started.

Having picked up enough momentum, the clutch is disengaged again—separating the engine from the transmission—the sliding gear is moved to the next faster countershaft gear, the clutch is let in again, and off goes the car at a higher speed.

At the highest speed, third, the engine is connected directly with the propeller shaft, by the same clutch and lever action. For this reason, the engine may be slowed up or speeded up in direct proportion with the road speed desired.

But if the car is slowed down too far, there will come a point in the contact where the pull of the car will be too much for the engine and the motor will stall. To prevent this, the transmission must be shifted back into neutral position, and then into the next lower gear.

In lower gear, the gear wheel directly connected to the engine is smaller than the one connected to the propeller shaft, thus accommodating the higher speed of the engine to the lower speed of the

POWER-WEIGHT RATIO.

Intricate Term Explained.

As the average traffic density on the roads increases, so does the need for rapid acceleration become more and more pressing. With four-wheel brakes (and servo motors with which to operate them) the stopping powers of a car are now better than those of any other vehicle, so that, without inconveniencing other road users, the driver whose car will accelerate rapidly can often pass others and get back again on the near side of the road in safety where the same manœuvre, attempted on a slower vehicle, would be fraught with danger or even disaster.

And while many and various are the views held by motorists concerning controversial topics, such as suspension, steering, and types of bodywork, it would be difficult to find any one who did not relish a quick getaway as a feature in the performance of his car. A lively and responsive machine which, at a touch of the throttle, surges forward with rapidly increasing speed is a possession greatly to be prized.

Power-weight Relation.

In speaking of rapid acceleration most people naturally think of engine power as being the most important requirement, whereas only a little reflection should be needed to show that the weight of the vehicle has an equally potent influence upon its liveliness. Acceleration, in fact, is exactly proportional to what is known as the power-weight ratio, and this ratio can obviously be bettered by increasing the power or by reducing the weight. In many small cars of medium size the engine may develop about 40 h.p., and the total weight will be about one ton, giving, in round figures, a ratio of 2 b.h.p. per hundred-weight. To get a better acceleration than is possible with such a car the designer has two methods available: to increase the output of the engine, or to reduce the weight of the vehicle. Thus, if the weight can be cut down to 15 cwt., the acceleration would be exactly the same as though the weight had remained unchanged and the power had been increased to 53 h.p.

Effect of Overloading.

This point is emphasised because in many cases the performance of a car has been quite spoilt by overloading it with cumbersome bodywork, and then, to bring the acceleration back to normal, the designer has been forced to wire a few more "horses" from an unwilling engine, a practice which may easily make a smooth-running power unit into a rough one. Nowadays, however, with light six-cylinder chassis and fabric bodywork, power-weight ratios show signs of an all-round improvement.

It is also worth mentioning that when an engine is causing a car to accelerate it must also provide power to increase the speed of the main rotating parts, such as the flywheel, transmission shafting and road wheels. The rotational inertia of these parts is not very great compared with the inertia of the car as a whole, but nevertheless makes a difference to the performance obtainable.

car. At higher speed, the engine is able to exert a proportionately greater pull on the car through the low gears and thus either start the car again or keep it pulling up a steep hill or in slow traffic.

TO TRY FOR 50,000-MILE RECORD.



The endurance record for a 50,000-mile run—equal to twice around the earth at the equator—may be broken by Lionel Rapson and his son, shown here, when they start out in England soon. They will drive an American car, a Marmon.

ANNOUNCEMENT.

We, the undersigned, have this day appointed Messrs. A. Lung and Co., 19 Queen's Road, Central, Hongkong, China, as our Agents for our Motorcycles, spare parts, and Passenger Sidecars.

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MAKE YOUR CAR COMFORTABLE.

Some Useful Tips.

(By John Prioleau.)

An article I wrote a week or two ago on the things I believe to be absolute necessities in a modern car has brought me a good deal of comment from readers. Our or two of them take exception to my demand for steering-wheel lighting switches, and also to the hand-controlled radiator shutters on which I insisted.

It is, I suppose, the old story of personal taste, but I am convinced that anybody who has ever driven a car fitted with, at any rate, the headlights controlled from the wheel, would never willingly have the switches anywhere else. As my critics say, it is not a very long way to stretch forward to the instrument board in order to switch on. I quite agree, but it seems to me fairly obvious that anything which removes the necessity for taking your hand off the wheel, especially at night, must be an advantage and not a disadvantage. The question of cost can hardly enter into it at all, as I showed by quoting a really low-priced car which has this as a standard fitting.

As regards the hand-controlled radiator-shutters in conjunction with the thermometer, I agree that this may perhaps not be looked upon as a necessity by those who are not interested in getting the best out of their car or in running it at its most economical—very often the same thing. Yet again I can only answer that once you have known what it is to keep the temperature of your cooling water exactly at the point you want it, and noticed the improvement in

the running of your engine as compared with it in the ordinary shadish method, you will never be satisfied without them.

"Pleasant Unnecessary."

In this connexion I should like to emphasise again that it is very important that your thermometer should show the temperature of the water as near the engine as possible and not in the radiator. In some engines there is an immense difference between the two, and if you are going to control temperatures it is as well to do it properly and accurately.

Some of the readers' comments suggest what one of them calls "pleasant unnecessary." About one of these, a flexible steering wheel, I agree most heartily. I have used one of these wheels now for some three months, and although like most people to whom they are suggested I was at first quite incomprehensibly opposed to using it, it was not more than a few hours before I reached the stage when I wondered how on earth we could have got on without such things all these years.

A good flexible steering wheel insulates the driver's hands, arms, shoulders and back from vibration either of the engine or of the road kind to an incredible degree, and it is no exaggeration to say that it enables him to drive considerably further without fatigue than would be possible with the rigid type. They are not cheap compared with the latter, but they are, in my opinion, absolutely invaluable. They are most specially to be recommended to the owners of very small cars in which the driving seat is cramped. The flexibility is naturally not very great as measured—that is to say, you cannot bend the rim of the wheel very much—but the man who finds difficulty in getting into his driving-seat and who is becoming resigned to bumping against the rim of his rigid wheel when using clutch or brake pedal will find his driving pleasure at least doubled.

Another pleasant unnecessary that I have recently discovered is a rubber foundation to the floor mats. In my car there is such a foundation, which consists of a complete set of mats covering the whole width and length of the floor boards, something like half an inch thick, of a very resilient yet firm material of the India-rubber order. It is anything but cheap, I believe, although I do not know what the price is, but I think it is well worth the money.

Pneumatic Upholstery.

With this set of mats under the ordinary car mats there is no vibration felt in either the back or the front seats. No matter how fast the engine may be running on any gear, nor the slightest tremor can be detected by either hand or foot anywhere on the floor. The engine, as it happens, runs with less vibration than most; in fact it runs with none at all, so far as I can see, but experiments on other people's cars with this flooring has convinced me that it is one of most necessary of the pleasant unnecessary.

To conclude a list of pleasant unnecessary I would add pneumatic upholstery. Its place is really much higher up in the list, but some people may not attach the same importance to it as I do myself. There is, to my mind, no comparison whatever between the comfort of long drives seated on air and seated on horse-hair and springs, or whatever. It is the orthodox cushion is made of. There is nothing much in it, perhaps, in short and slow trips, but as soon as you set your car's nose for the blue, so to speak, knowing that you have to keep up a decent average for several hours a day, you will be very wise to have those lightly inflated cushions in place of the ordinary kind.

I put pneumatic upholstery, the flexible steering-wheel and rubber-covered floor-boards among the best things that have been invented for the comfort of the motorist since cars were first pushed out on the road.

CAR CLEANING HINTS.

Other Means Than Water.

Water is generally recognized as the only effective medium for cleaning a car, and the majority of motorists are no doubt sceptical that the operation can be satisfactorily carried out by any other means. In this age of progress, however, nothing seems to be impossible; in fact, one of the best-known concerns in England, J. Reckitt and Sons, Ltd., of Hull, have produced a preparation known as "Karpol" which enables one to dry-clean and polish a car in one operation.

It hardly seems possible that such an operation could be carried out without inflicting serious damage to the paint-work, but in the course of a very convincing demonstration we came to the conclusion that cleaning by this method did not seem to have any adverse effect. Two cars liberally covered with dry mud were treated, and, using only a very small quantity of Karpol they were quickly cleaned and given an excellent polish. The preparation is applied on a rag, and after the mud has been removed another rag is used to give the final polish. A feature of Karpol is the exceptionally small amount of "elbow-grease" necessary—for less than that required when using metal polish—while a two-shilling tin is sufficient to clean the car from 18 to 24 times. It will therefore be seen that this method of cleaning is economical, although naturally a good deal of rag is necessary.

Karpol also is an excellent grease remover, and it was extraordinary the amount of invisible grease that was removed from the cars during the demonstration. The lustre imparted seems to be lasting, while it can also be used to clean celluloid side screens with equal success. It is, however, no good for cleaning brass or nickel plate. It is also claimed by the manufacturers that it preserves the varnish and paint-work in general, for it prevents cracks.

One of the cars used in the demonstration was a blue two-seater Morris-Cowley, which had been in daily use for 10 months. One side of the car—taking the top of the bonnet as the dividing line—had been cleaned by water and the other half had been treated with Karpol. The contrast was very effective. The water-cleaned half was dull and dirty in appearance, especially on the bonnet, while the other half had the appearance of a brand-new car.

For the bodywork, and even the wheels, the preparation seems a particularly easy solution of the cleaning problem; but, on the other hand, we think the average person would prefer water for the treatment of the under parts. We also understand that fabric bodies can be treated with similar success.

Karpol is stocked by all the leading garages and accessory houses in various size tins.

Washing Fabric Bodies.

Many motorists complain that the fabric body is not so easy to clean as an ordinary coachbuilt job, but it is pointed out by a well-known concern that the reverse should be the case if the right methods are adopted.

If a hose is available and the car is very muddy, it should be "slashed down" at the outset, allowing a little time for the water to soften the adhering mud. All that is then required is a bucket of warm water with plenty of soap in it and a soft brush. The meticulous care to see that there is no grit on the car, which is so necessary when dealing with a varnished surface,

is not called for on a fabric body. The surface of the fabric is cellulose, and the immunity from damage by scratching that is claimed for the cellulose-finished car is also an attribute of the fabric. If the dirt is particularly stubborn, as for instance when the car has been left for two or three days before washing, a teaspoonful of paraffin added to the water will render the work much easier and no damage will be done to the fabric.

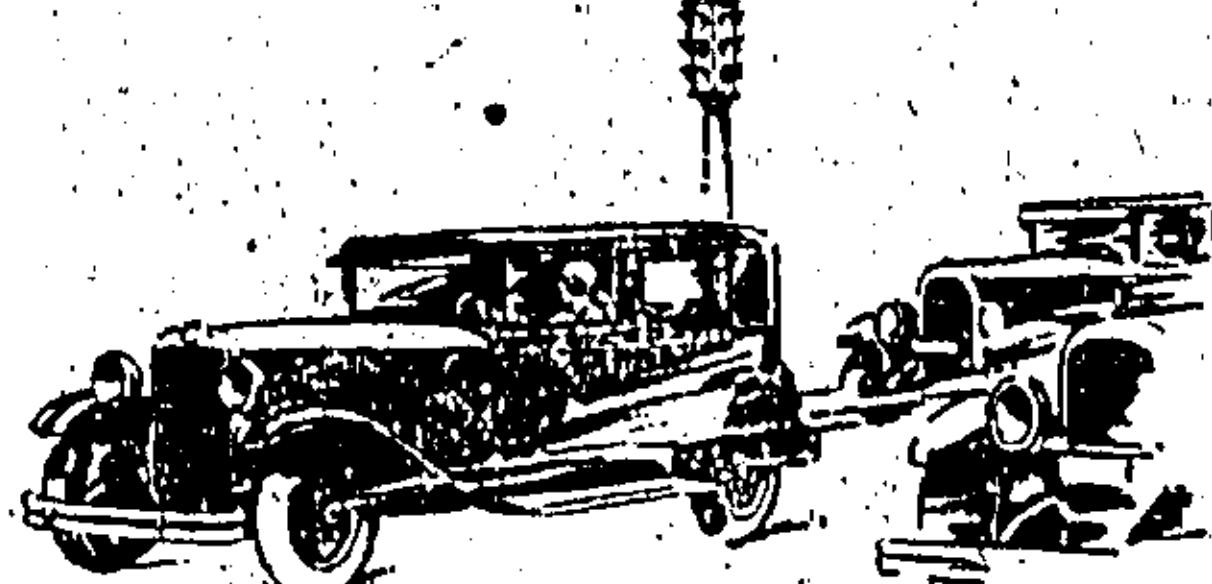
After washing and leathering,

the surface should be polished with a dry duster, when its natural lustre will be restored. The use of polishes—says the concern in question—is unnecessary and, in fact, is not recommended, as if wax is allowed to lodge in the pores of the material it is apt to hold dirt which necessitates very hard rubbing to remove it.

Washing a fabric body in this way renders the work easy, and it certainly has the advantage of not calling for prolonged use of cold water, always an unpleasant matter, especially in wintry weather.

Generally speaking, a Weymann body will be found easier to clean than a body on which the fabric has been fixed to the sheet-steel foundations. This arises from the fact that the fabric not being back-

COME TAKE A DRIVE



Whatever the standards may be by which you judge car quality and value, you'll find them met beyond expectation in this "Fine Car of Low Price."

Get behind the wheel. Notice first the luxurious finish and completeness of appointments and then the roomy comfort of smart Fisher bodies.

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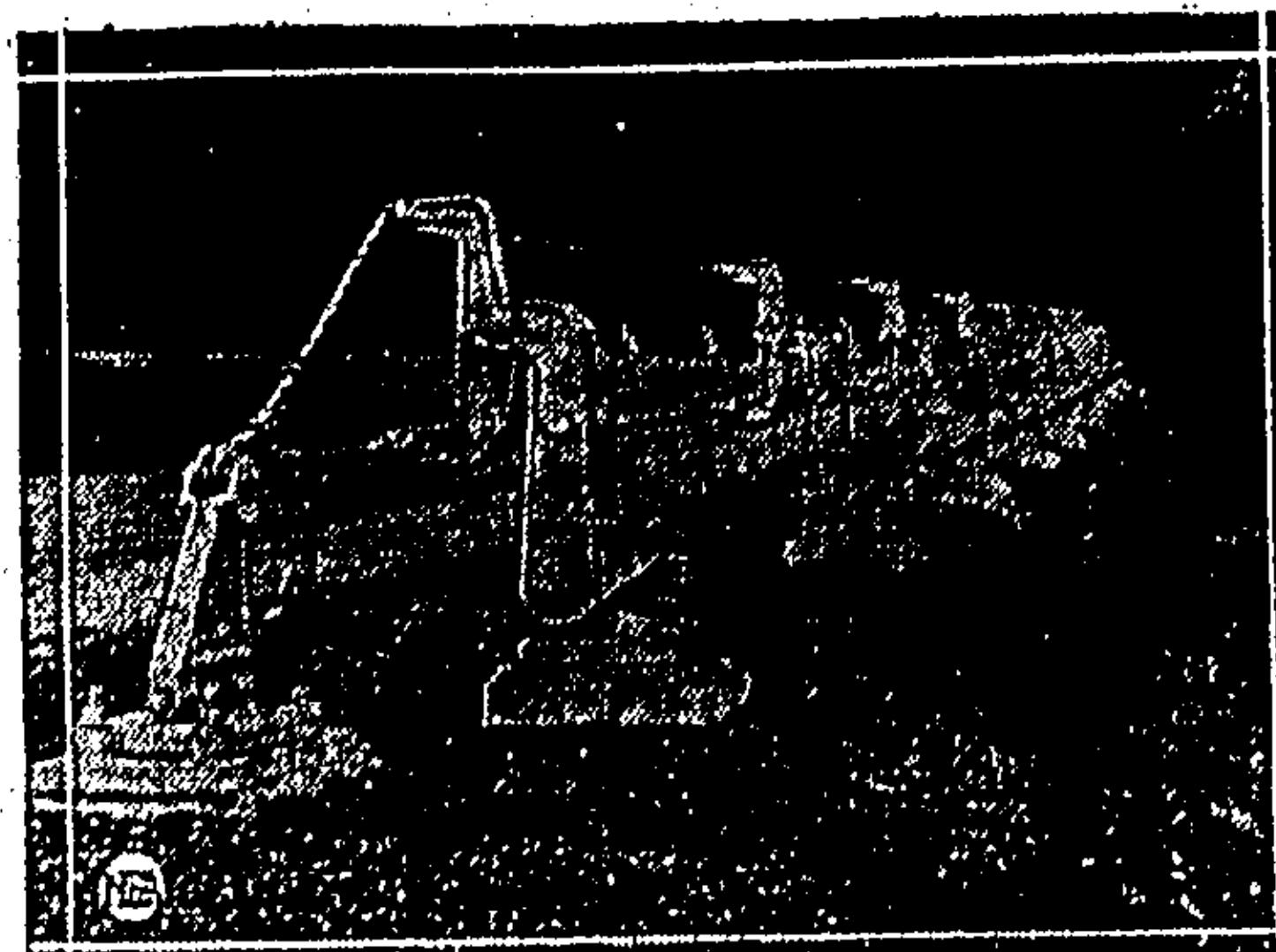
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ed by any solid substance, the Weymann cloth is generally of a very substantial nature, in order that it may resist any accidental blow, and the cellulose surface is correspondingly thicker. On some of the lower-priced cars a thin material is often used on account of cost, but even this, if washed in the manner previously described, will be found to offer no difficulties.

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Speeders taking the curves of some New York state's highways recklessly may thank the inventor of these sturdy guard rails for escaping with only a few bruises. The cable gives first under the direct impact and the heavy springs permit the stanchions to fall back with the car. It's the invention of Joseph Ramsey of Albany.

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London, May 1.—The two seater aeroplane which has been reserved for the Prince of Wales on suitable occasions for travelling to various parts of the country is fitted with the slotted wing device

which operates automatically and prevents the machine from stalling and getting dangerously out of control when losing flying speed. Although the machine is equipped with dual control levers and can

FRIEND OF CHARLES DICKENS.
LOOKS BACK OVER EIGHTY YEARS.

FINING A PRINCE.

A friend of Charles Dickens and a schoolboy of the time of the great Exhibition of 1851, Mr. C. J. Tijou writes for *The Daily Chronicle* on life, as it has appeared to him over the space of more than 80 years.

Mr. Tijou, as a lad, told Dickens of his adventures in the hands of a cruel schoolmaster, and so probably provided the author with material for his conception of Squeers.

"Dickens," he writes, "was perhaps the acutest observer of his age Although only a child, I was deeply impressed by his astuteness and insight."

Mind Changing.

Why is it, I wonder, that women are so fond of changing their minds?

When asked this question a short time ago, a young lady of my acquaintance remarked that she thought men imagined this to be the case because they, on their part, had none to change.

She supposed that in the days when the world was young, some renegade from the female camp made the suggestion in spiteful mood, and that it had just stuck, men being unable to get the idea out of their thick heads ever since, despite all evidence to the contrary.

Be this as it may, in reviewing the events of the last half century it is the profound apparent difference between the manners and customs of modern women and those of days gone by that most impresses folk who have lived to see them pass.

"Ringlet Fronts" would be laughed to scorn by the modern damsel, who disdains her hair to the extent of shaving like a poodle. And yet Victorian maidens would have hidden discreet smiles behind lace handkerchiefs could they have seen the sprightly calves of modern youth. Which seems to suggest that after all my young friend may have had some right upon her side.

Acute Observer.

One great man of the nineteenth century, whose friendship it was my privilege to enjoy, would have seen little difference between his own contemporaries and the men and women of to-day.

Charles Dickens was, perhaps, the acutest observer of the age. He probed far beneath the unimportant externals by which so many people judge their neighbours, and, although only a child, I was deeply impressed with his astuteness and insight.

Dickens was a slight man, long-haired with pointed whiskers and with eyes that seemed for ever searching. Many an evening before I was packed off to bed, as was the custom in those days when the family had guests, He drew me to his side, chatting to me and asking me questions about my life at school.

For many years I fully believed that it was these talk which had given the great novelist his idea for the character of "Squeers" in "Nicholas Nickleby."

At my college we had a master whose habit it was to prolong thrashings for half an hour or more. He seemed to take a delight in spinning out the agony. Pausing to take snuff, he would carry on with his lecture, and then turn to the thrashing again when his arm was rested.

Questioning me closely upon this pedagogue's latest exploits, Dickens was especially amused at the plans I devised to be avenged on the hard-hearted old sinner. At the end of class the doctor was in the habit of giving me a coin, with instructions to buy a fresh stock of snuff and refill his box.

This gave me my opportunity. Stealing back into the classroom when he had disappeared, down the passage, I used to sweep up the grains with which his desk was liberally strewn, refill the box and pocket the money.

These little "windfalls" were specially welcome, for in those days schoolboys had not risen to the luxury of "pocket-money. It was regarded as demoralising. On the rarest occasions only was a youngster given anything to spend on his own account.

Long-ago "Wembly."

I well remember the joy with which I received a present of half a crown to spend on sideshows on the occasion of the great Exhibition in Kensington Palace Gardens in 1851. We had our Wemblys even in those days, and then, as now, traffic problems were regarded as alarmingly acute.

It is amusing to recall that when the Exhibition was transferred to the Crystal Palace, the presence of a decrepit old toll gate created what was regarded as extremely

TRAGEDY OF A FARMER.

WIDOW'S PITIFUL STORY OF MISFORTUNE.

The story of a farmer's ill-luck was related to the Southend Coroner at an inquest on William Thomas Meakings (62) lately staying in Leighton-avenue, Leigh, whose body was found on the beach there with a bottle of poison near by.

The widow, Mrs. Rebecca Meakings, of Sutton Court-road, Sutton, Surrey, said that for years they had lived happily on a farm at Halstead, Essex, in which her husband had invested £3,000. Then things went wrong, her husband went bankrupt, and because there was not enough to keep the two of them, they separated.

"My husband went to work as a farm labourer, and I took a post as a domestic servant," she said. "I have not heard from him for three weeks, and did not know he had been out of work. The trouble was that he was too proud to say so. He was too proud to beg."

A verdict of suicide during temporary insanity was returned.

Sydney, 2nd May: At the burial at sea of Captain Dayas, master of the Peninsular and Oriental s.s. "Naldera," who collapsed and died on deck when the "Naldera" was 200 miles out, the Australian team for the Olympic Games, who are travelling to Europe on the "Naldera," placed a wreath on the coffin made of Australian wattle from the bouquets presented to the team at the farewell ceremony at Sydney.

dangerous congestion. Yet, in the light of more recent times, it could not be said that there was much peril from fast-moving vehicles. Perhaps in years to come men will smile tolerantly at our modern problems, even as we now do at those of the folk of seventy years ago.

I am sure that a fast-stepping dogcart inspired as much awe in the breasts of the pedestrians of the past as does a hooting omnibus in those of their modern successors.

Perched high in a tree-top of what was Dulwich Park at the time of the Exhibition, I remember gazing spell-bound on the glittering cortege which attended Napoleon III. and the Empress Eugenie as it wound from the Mill Pond to the top of Red Post Hill in a manner which would "drive a modern taxi-driver to distraction. Yet it seemed fast to me then. The traffic problem is always at crisis.

By comparison with to-day, "slow and stately" was the motto of seventy years back. I have vivid memories of the stately arrivals and departures of the great people who visited my old school.

Iron Duke's Son.

The Duke of Wellington, son of the Iron Duke, was chairman of the governors. He came on horseback, and was far too pompous a figure for the liking of the boys, for he lacked utterly his father's magnetic attraction for youth. Watching his approach with little interest, my companions refused to greet him as they did Mr. Rogers, a favourite master, by scrambling to hold his bridle while he dismounted.

The Rev. William Rogers was a man of considerable note. Chaplain to Queen Victoria, he was an intimate friend of Prince Albert in whose company he was usually to be found.

Officially, he acted as the Prince's English instructor, and the excellence of his teaching is attested by the fact that from very early days it was next to impossible to recognise his pupil as a foreigner.

Prince Albert Fined.

I remember as if it were yesterday the merriment caused when the Prince inadvertently crossed a lawn sacred to the use of masters when on a visit to Dulwich College.

He was dully fined sixpence and his popularity was assured when he paid up readily, laughingly apologising for his unwitting breach of the rules. Mr. Rogers certainly had a most charming pupil.

Although life has speeded up in most respects during the past half-century, I cannot help smiling at the modern conception of hard work. The trade unionist would gasp at the mere idea of a twelve-hour day, but when apprenticed to a manufacturing chemist my hours were from eight o'clock in the morning to ten at night.

During five years my only half-day was a week-end trip to Macclesfield. And yet I was thoroughly happy in my work. Sixty years back men were not afraid to discover for themselves the joy to be found in having far more work to do than one can easily accomplish.

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which operates automatically and prevents the machine from stalling and getting dangerously out of control when losing flying speed. Although the machine is equipped with dual control levers and can

be flown equally well from the passenger as from the pilot seat it is not the Prince's intention to learn to fly in order to pilot the machine himself.

MODES AND MANNERS ON THE PEAK TRAM.

"FEMINA" STILL CRITICISED, BUT "VERONICA" COMES TO HER AID.

Replies to "Femina's" strictures in regard to dogs, smoking and shorts on the Peak trams still continue to come in. The lady herself, however, remains silent under the avalanche of letters which appeared in yesterday's *Telegraph*. Maybe she is reserving her ammunition in preparation for a second onslaught.

Whilst most of to-day's letters continue the denunciation of "Femina's" attitude, one lady, signing herself "Veronica," comes to her aid.

The Good Old Days.

Sir.—Your correspondent "Femina" writes like a Peatite, but does not express herself in a style befitting an inhabitant of that altitude.

Each paragraph of her letter begins with "I strongly disapprove... I further object..." etc.,—as if there is no more to be said on the subject. But the Peak Trams are not run for her benefit only, and people in the upper stratum of society do not as a rule assume such a tone in writing to the papers.

A aside from that, I would have nothing to quarrel with her if she had confined her remarks to smoking and to the presence of dogs in cars.

But she touches on an old controversy when she criticises a man's attire. If a woman dressed in flimsy nothingness and very much abbreviated skirts can claim that it is both sensible and hygienic to dress so, surely a man has far stronger claims. It is a much more trying business to work all day long in a hot stuffy office than it is to chat over a cup of tea or to do shopping.

"Femina" must be very Victorian in her ideas when she says, "...the wearing of shorts is but a perversity to expose naked parts of the body just as ladies' short skirts and too short sleeves." Possibly, she is barking back to "the good old days," but thank Heaven, we don't belong to her generation.

Lastly, she says—"I ask why is it tolerated that the Chinese controller dares" to say to the passengers—"Hurry up!"—And pray, why not? what is there wrong or impudent in that?—unless Femina would like him to say it in best Cockney style, in which case she is welcome to teach him herself.

Enclosing my card.—Yours, etc., S. W. P.

Hongkong, May 25th, 1928.

Truth Without Frills.

Sir.—I think it is an absolute shame the way "Femina" has been made the butt of the half-baked humour of, apparently, half the males of the Colony merely because she stated her views on a matter of public interest.

The men of this Colony ought to have more respect for ladies than to hold them up to ridicule in the newspapers. It is quite clear that they don't like it because for once they have been told the truth. It is, of course, a shocking thing that the truth should be told without frills.

One might expect frills from our sex, but "Femina" has voiced the opinion of a great many other women in her courageous condemnation of odious practices. I would not go so far as to say that "shorts" make a man appear half-naked, but I do say that they are indecent, particularly as men do not worry how short their nether garments are.

Incidentally, a few of them would do well to survey themselves in a long glass before venturing on the streets in such unflattering garments. The vast majority make a scarecrow look like Bond Street. I suppose your many correspondents hope by sufficient exercise of cheap wit to disguise the facts of the situation. How they can hope to do so when so many living examples of the complaint disfigure the Peak tram, ferries and public streets daily, I don't know.

"Femina" has made only one mistake. She has forgotten that the cardinal principle of the relationship of the sexes is that woman should flatter the man into the belief that not only does he know everything, but can do nothing wrong. It seems to me that this sudden disillusionment is chiefly responsible for the men getting their backs up, because they are told the plain truth.

Why can't men show a little consideration by keeping their filthy pipes in their pockets in a confined space like a Peak tram, and why cannot they understand that when women talk of naked knees, it is because naked knees are not the only reason for their disgust.

It is perhaps expecting too much.—Yours etc., VERONICA.

P.S.—I may mention that I am neither an irresponsible flapper, nor would I regard a self-righteous, straight-laced and liverish old censor of public behaviour a fair description.

Kowloon, May 25th, 1928.

NEWS OF AMERICAN EXPEDITION.

AFTER MORE THAN YEAR'S SILENCE.

REACHES NORTH INDIA.

New York, May 25. A telegram has been received here announcing the safe arrival in Northern India of the expedition headed by Professor Roerich, accompanied by his wife and son.

This is the first news of the expedition since April of last year, when a Moscow telegram said it was about to start for Mongolia.

The expedition has had various adventures, having been attacked by robbers, but the superiority of the expedition's firearms prevented bloodshed.

The expedition was stopped by the Tibetan authorities. It suffered considerable hardship, living in the winter-time in summer tents at an altitude of 16,000 feet.

Over 250 paintings have been sent to America by the expedition, whilst reports have been made of many observations with regard to Buddhism.—*Reuters American Service.*

INDIAN RAILWAY STRIKE.

MEN RETURN BUT REFUSE TO WORK.

WALK OUT AGAIN.

Calcutta, May 25. After an interval of ten weeks, the Lilliput workshops of the East India Railway Company were re-opened to-day, when 4,000 men entered the shops.

The workers, however, practised passive resistance, with the result that the District Magistrate ordered them to disperse if they were unwilling to work.

The men refused to work unless their grievances were redressed, but they finally left the shops, on the advice of Mr. Mitra, the President of the East India Railway Company Labour Union, after the District Magistrate had threatened to expel them forcibly.

Subsequently, Mr. Mitra addressed the workers, declaring that the District Magistrate's action was unauthorized and advising them to repeat their policy of passive resistance if the workshops are opened to-morrow.

The Company has decided that anyone desiring to return to work must sign an undertaking not to resume passive resistance.—*Reuters.*

IRAK OIL OUTPUT.

TWO BIG NEW WELLS.

Teheran, May 25. Another big addition to the oil output is reported from Iraq, in the sector of the Nafthanch fields, where two further wells, producing respectively 200,000 and 300,000 gallons per day, have been brought in by the Kharouq Oil Co. Ltd., a subsidiary concern of the Anglo-Persian Oil Company. Both wells are under control.—*Reuters.*

TIRD TIM.

P.S.—Do you, my darling, advise to wear my only pair of white flannels to-day? You know, it's raining terribly hard, and I would like to expose my "hairy, bony, ugly knees."

Hongkong, May 24th, 1928.

"Femina" Not "Femina".

Sir.—With reference to the correspondence signed by "Femina," appearing in the tenth page of today's issue, I shall thank you to inform your readers that this letter was not written by this firm nor by any of its members.—Yours, etc.,

FEMINA,
Dress Salon, First Floor,
China Building.

(Continued on page 10.)

The Viva-tonal Columbia

AT THE OPENING OF THE CHEER 'O Y. M. C. A.



H. E. the Officer Administering the Government, together with leading residents and Y.M.C.A. officials, photographed on the occasion of the opening of the Cheer 'O Y.M.C.A. at the City Hall, HK. (Photo: Mee Cheung.)

NOTORIOUS "RED" SENTENCED.

PENAL SERVITUDE FOR LIFE.

CHINESE TRIED AT SINGAPORE ASSIZES.

WANTED BY CANTON.

This is the first news of the conviction of Wong Teck-chai at the Singapore Assizes on charges of being in possession of sedition literature and explosive substances, together with the sentence of penal servitude for life and 24 strokes of the "cat" passed by Mr. Justice Sprule, is an event of considerable importance in the history of Communist agitation in Malaya, says the *Straits Times*.

After referring to the anti-"Red" coup in Canton and the flight of many agitators from the city to Singapore, the journal gives details of the "Communist Youth" movement in Malaya and refers to the activity of the police in Singapore in tracking down the miscreants.

In this connexion it states that raids were carried out wherever Communist activity was suspected, and a series of raids culminated in a very effective discovery of the local headquarters of the movement.

During this raid a man who held the position of "military leader" in the local organisation was arrested, and documents were found outlining the Communist plans, which may be summed up as "rebellion and the snatching of the reins of government." This military leader was Wong Teck-chai.

"Wanted" in Canton.

This name was merely his local alias. As Cheung Hong-seng, which is his real name, he is badly wanted by the Canton Government in connexion with his Communist activities in China. These activities followed his banishment from Sumatra, after he had served a sentence of three years rigorous imprisonment imposed for organising the Medan railway strike in 1921, when Dutch officials were murdered.

This man had an undoubted gift for organisation and for the exploitation of mass psychology. Prior to his last visit to Singapore, which has terminated so unfortunately for him, he had only spent a few hours in this port, when he was passing through on his way to China as a Dutch banished.

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The Very Idea!

A New Zealander visiting England sends to a London newspaper, apropos of the claim of a Chelsea reader that birds were attracted by a particular gramophone record and of Lord Tavistock's comments thereon, an account from a New Zealand paper of a lecture by Mr. Johannes Andersen, Librarian of the Turnbull Library, Wellington, on New Zealand song birds.

Mr. Andersen claims that while English birds preserve no method in their singing, the New Zealand natives sing melodies of musical phrases arranged in an ordered sequence. He also says that he has heard a bell-bird singing "The Campbells Are Coming" (which would seem, by the way, to point to the presence of Scotsmen in the locality), while phrases from well-known compositions were frequently recognisable.

Mrs. A. had a very good Chinese boy. He gave her notice. Mrs. A told Mrs. B. that she had given him the sick. Mrs. B. believed him because she had bribed the boy to give Mrs. A. notice, so she could engage him herself. So everybody's quite pleased about it!

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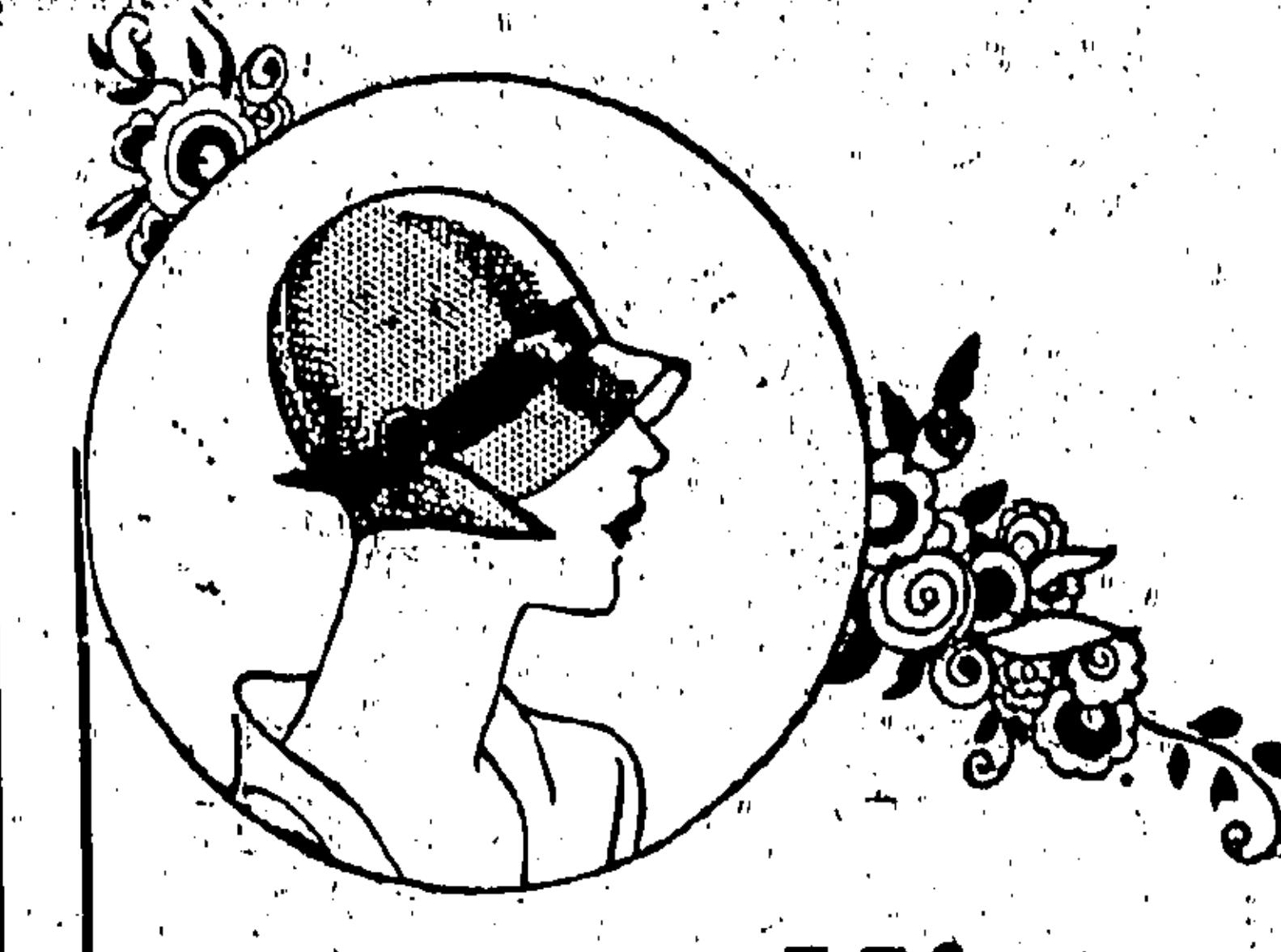
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(Continued on page 10.)



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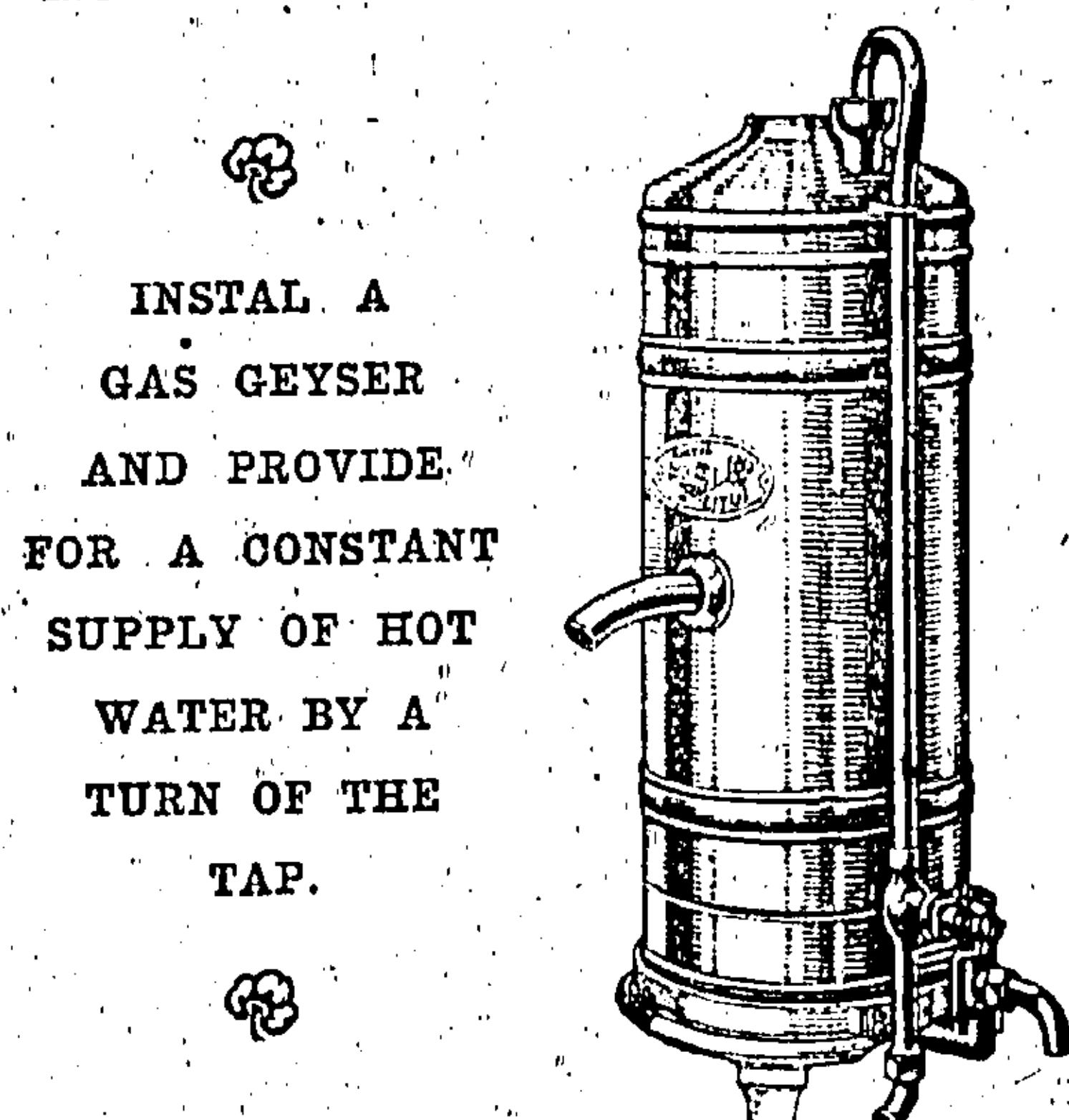
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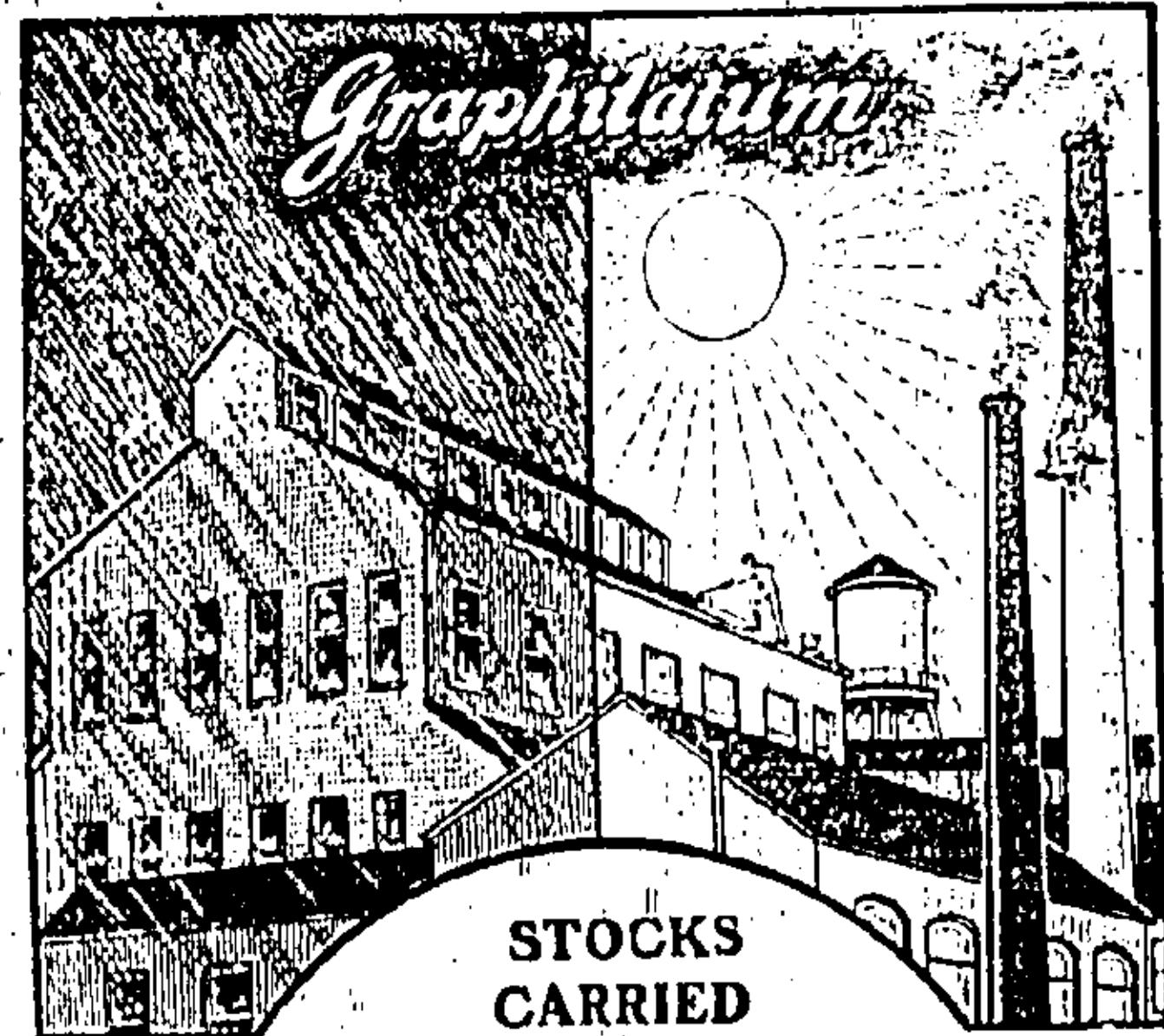
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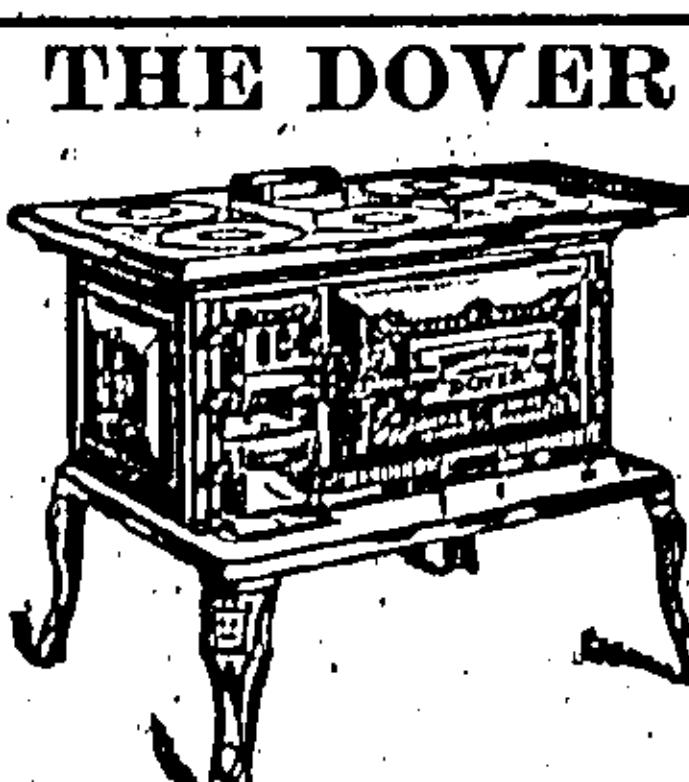
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THE WORLD OF SPORT.



LIKELY WINNERS FOR TO-DAY.

TIPS FOR HAPPY VALLEY MEETING.

[By "Rambler"]

Despite the inclement weather I have no doubt that we shall see some keen and interesting racing at the Happy Valley this afternoon. The programme contains a number of promising events, chief among which is the Third Aggregate Stake. I am of opinion that the weather will not make any difference to the result as my selection, Boxing Eve, which I am confident will win. Training times over all kinds of tracks have led me to believe that he can do equally well on a wet course as he can on a dry course. One Third is naturally a danger, as he is also a good pony, but the best I can for him is to allocate him to second place. I reserve third place for San Diego. The race should be very fast considering the going, and I am inclined to the belief that Boxing Eve will still have a bit up his sleeve at the finish.

The first race looks a good thing for Tartar. Although he has been trained in the dark, he is sure to be fit and well and if ridden by Dr. Reidy is certain to score. Faulning Stag will be a trier for second place, with King Constantine filling third place.

The second race is a certainty for Sunning. This pony is a mud-lark and a good strider. He should cover the sloppy track in fine style. Kom Tong Hall and Bankra should secure the places.

The certainty for the third race is Blackstone Hall, while Fifty-Fifty should come in second, if started, and Caesar should collect third money.

Our little favourite, Mowgli, looks a certainty for the fifth race. This pony has always shown the most consistent form in its owner's stable. Chatto, if in form, should account for second place, with third place to be contested for between Zin and Skipper.

I hear that Mr. Beith is sending a couple of ponies out in the sixth event and the pony ridden by himself should win. That ridden by Mr. Fiddes Wilson should be second and Mr. Beith's other candidate should secure the remaining place.

The Haugh should finish first in the seventh race, with Wine Boy second and My Toy third.

Full Moon, which is looking well and will be ridden by Mr. Wong, should score in the eighth event, although he will have a good tussle with Tangle if he runs. Man Of War and As You Like should fight for third place.

In the ninth race, New Year's Eve will make our friend Peck step on it over the mile and a quarter. I should have preferred the former in the "A" class sprint. Still, if the mud does not interfere with him, he will win all right. Peck should come in a close second with Fifty Fifty running with Chemal for the third position.

The Selections.

My selections are:

Race 1.

1. Tartar.

2. Faulning Stag.

3. King Constantine.

Race 2.

1. Sunning.

2. Kom Tong Hall.

3. Bankra.

Race 3.

1. Blackstone Hall.

2. Fifty Fifty.

3. Caesar.

Race 4.

1. Boxing Eve.

2. One Third.

3. San Diego.

Race 5.

1. Mowgli.

2. Chatto.

3. Skipper.

Race 6.

1. Mr. Beith's mount.

2. Mr. Fiddes Wilson's mount.

3. Mr. Beith's mount.

Race 7.

1. The Haugh.

2. Wine Boy.

3. My Toy.

Race 8.

1. Full Moon.

2. Tangle.

3. As You Like It.

Race 9.

1. New Year's Eve.

2. Peck.

3. Fifty Fifty.

MIDDLESEX & KENT VICTORIES.

(Continued from Page 1.)

Staples took 7 wickets for 44 in Cambridge's first innings. Notts did little better at their first attempt, chiefly because of some fine bowling by the new Cambridge bowler, E. D. Blundell, whose 6 wickets were obtained at a cost of 51 runs.

Staples was again successful when Cambridge went in 22 runs in arrears. He took 5 wickets for 37.

HARDINGE'S BEST.

Superb Display Against Gloucester.

Hardinge, always a prolific run-gutter when once set, compiled one of the highest scores of his career against Gloucestershire at Gloucester. Vigorously attacking the bowling from the outset, he scored 263 (not out) in total of 479, a feature of the innings being a splendid partnership with Woolley.

Gloucester had failed in the first innings, and seldom looked likely to recover, Kent winning by an innings and 66 runs. The scores were:

Gloucester: 174 and 239.

Kent: 479 (for 6 wickets dec'd).

Replying to Gloucester's effort, Kent made light of the attack. Hardinge claimed the giant's share of the runs, but he was splendidly supported by Woolley, who made 107 before his dismissal.

YORKSHIRE SETBACK.

Little Northants Inflict Surprise.

Yorkshire received a shock and a set-back at Northampton, when faced with a total of 164, they failed badly and fell short by 16 runs.

Northants gained five points for a lead on the first innings, the scores being:

Northants: 164 and 50 (for 3 wickets).

Yorkshire: 149.

The veteran Rhodes found the pitch much to his liking, as he generally has at Northampton, and took 5 wickets for 37 runs.

Yorkshire appeared to be in a comfortable position but they reckoned without their hosts. Thomas had a day of brilliant success, maintaining excellent length and dismissing 5 Yorkshire batsmen for 41 runs.

DARING DECLARATION.

Surrey-Sussex Duel Washed Out.

Sussex made an exceedingly sporting, if dangerous declaration in their first innings at the Oval, but Surrey held their end up with out passing the total. The match does not count in the championship as less than six hours of play was possible. The scores were:

Sussex: 139 (for 4 wickets dec'd).

Surrey: 82 for 2 wickets.

OXFORD FORTUNATE.

Forced To Follow On At Oxford.

Oxford University was in serious danger of an innings defeat against Derbyshire. The visitors compiled 294 and dismissed the University for 149, forcing the follow-on. Bad weather prevented definite termination of the match. The scores were:

Derbyshire: 294.

Oxford U.: 149 and 123 (for 4 wickets).

Lee took five Oxford wickets for 42 runs, in their first innings.—Reuters.

LOCAL TENNIS.

L.R.C. "CLUB" DAY NEXT MONTH.

Saturday, June 16, will be a "Club" day at the Ladies Recreation Club, when the American Mixed Doubles (Handicap) tournament, for prizes kindly presented by Mrs. R. Hancock, Mrs. Tottenham and Mrs. Doyle will be held. Entries in the mixed pairs have to be made before June 13 to Mrs. J. R. Craig, the Hon. Secretary. Play will commence at 8 o'clock. An exhibition match (men's doubles) will also be played.

The Viva-tonal Columbia

NOTORIOUS "RED" SENTENCED.

(Continued from Page 9.)

Cheung Si-mei (Cheung Hong-seng alias Wong Teck-chai), who was subsequently sentenced to three years imprisonment by the Dutch Government. Afterwards he was banished to the Papuan Island of Singaradjia, a bordering state of the Dutch East Indies, because he was fond of giving lectures in gaol in the Malay language. Fortunately on the birthday of the Queen of Holland in 1923, he was released, and banished to Singapore.

Brains of Movement. Wong Teck-chai was undoubtedly the brains of the local movement, and his arrest, followed by a continuance of C.I.D. raids, has completely defeated the latest and most extensive Communist offensive in Malaya.

The Singapore police authorities deserve the warmest congratulations for the manner in which they have dealt with this menace to society. The movement has been temporarily arrested, but vigilance will always be necessary.

The Kuala Lumpur Outrage.

The following extract from the *Evangelie de la Popular* is of interest, as showing that the bombing of the Chinese Protectorate at Kuala Lumpur was originally intended to be an attempt on the life of the High Commissioner himself:

"After holding a general meeting in the Malay Peninsula several men were arrested by the British Government. All the anarchists were bitterly grieved and devised a scheme for revenge. It was to bomb the Governor of Singapore. They decided to carry out the scheme on January 3, 1925, when the Governor of Singapore, went on a tour of the s.s. and F.M.S. Comrade Miss Wong So-ying undertook to throw the bomb and comrade Yat Man to shoot with the pistol. The two comrades tried to meet the Governor but in vain. They then changed their plan and went to Kuala Lumpur to bomb the Secretary for Chinese Affairs, F.M.S."

YACHT LARCENY.

LOLA "BOY" ACQUITTED OF CHARGE.

Mr. W. Schofield at the Kowloon Magistracy yesterday acquitted the Chinese yacht "boy" who was charged on remand with stealing \$21 from 2nd Lieut. J. A. Burns, Scots Guards, whilst the complainant and two other officers were bathing off Lamma Island on Sunday, May 13.

Mr. J. M. Remedios appeared for the defendant and said that since the last hearing when he had applied for an adjournment to call evidence of his character, he discovered that the defendant was only recently employed by Capt. Payton Reid, the owner of the yacht Lola. Capt. Reid could not, therefore, say much for the accused except that during the time that he the defendant,

INTERPORT TENNIS.

DATES OF MATCHES WITH HONGKONG TEAMS.

The Honorary Secretary of the Shanghai Lawn Tennis Association announces that the following definite arrangements have been made in connexion with the forthcoming Interport tennis series at Shanghai towards the end of this month:

Saturday, May 26.—Hongkong Ladies v. Shanghai Ladies—one singles match and one doubles match.

Sunday, May 27.—Hongkong Ladies v. Shanghai Men, one singles match and one doubles match.

Tuesday, May 29.—Hongkong Men v. Shanghai Men, one doubles match.

Wednesday, May 30.—Hongkong Ladies v. Shanghai Ladies, one singles match.

Hongkong Men v. Shanghai Men, one singles match.

Thursday, May 31.—Hongkong Men v. Shanghai Men, one singles match.

All matches will be played on the Majestic Hotel Courts.

It is probable that both the Hongkong ladies' team and the Hongkong men's team will arrange matches against the various local clubs as soon as the Interport series is decided.

HOW MUCH DO YOU KNOW?

The following general knowledge paper has been taken from the *Daily Express*.

Answers, for those who need them, will be found on Page 16 of this issue.

1. What does the Church commemorate on Maundy Thursday?

2. Who is the Duke of Cornwall?

3. Of what rivers are the following towns:—Bath; Peterborough; Liverpool; Gloucester?

4. What is the kid?

5. Name in chronological order the four best-known tragedies of Christopher Marlowe.

6. What was the distinguishing feature of the last of these tragedies?

7. What is the Kaiser-i-Hind Medal?

8. Where is the Sea of Marmara?

9. Who wrote the following: Cranford; The Seven Pillars of Wisdom; Endymion; Redgauntlet?

10. What, in mythology, was Laetha?

11. State the rules to be observed in writing a roundel.

12. How many

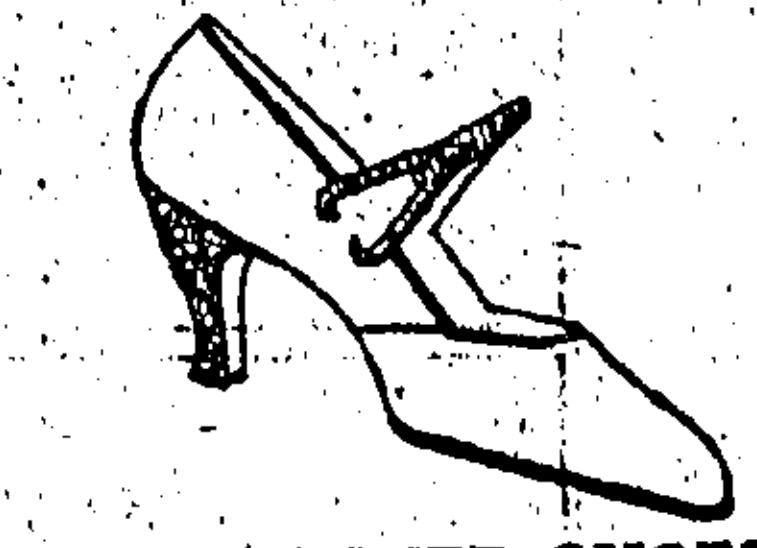
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WOMAN'S WORLD

LANE, CRAWFORD'S



For SUMMER SHOES.

THE NEWEST SCARVES.

HANDKERCHIEFS SEWN INTO PATCHWORK.

Scarves made from many tiny handkerchiefs sewn together in patch-work fashion, are the latest thing to wear.

One of these scarves usually combines as many colours as the proverbial cont, since each tiny handkerchief is of a different shade. The effect is very gay and modern and very popular with the colour-loving girl of to-day.

Each of the miniature silk handkerchiefs is picotted round its edges like a real full-grown silk handkerchief, each point of the picot edging being joined to a similar point on the next handkerchief, so as to give an open-work effect.

Sometimes, instead of the arrangement of the colours being an entirely haphazard and patch-work affair, some sort of a pattern or planned design is introduced. For instance at a recent mannequin parade, a scarf of this variety was worn with a black dress. The scarf was composed entirely of black and white square crepe de chine, handkerchiefs which were arranged in a checkwork pattern.



A charming warm weather frock of flowered nimon, ideal for a full figure.

A DULL BUSINESS.

PEOPLE WHO NEVER LISTEN.

Most women, I think, must be rather tired of being lectured about the wisdom of becoming good listeners, because listening is often such a dull business.

Not only that, but it is a dangerous thing to become known as a good listener, because people with lengthy and uninteresting reminiscences stored up, waiting to be poured into a sympathetic ear, are fatally apt to find you out, and begin unloading before you have time to make an excuse for getting away.

Far more important is it for your own happiness and welfare here that you should be able to "spot" the good listeners yourself, so that you may not be tempted to court annoyance by allowing yourself to become expansive among people who either will not or cannot listen.

For there are numbers of people who never appear really to listen to what is being said to them.

And it is a most disconcerting experience, when you have worked yourself up to a high pitch of enthusiasm about some subject on which you have been holding forth, to hear your hostess asking her spouse, after the necessary apologies for interruption, whether he thinks it possible that Fido can

LONDON GOSSIP.

FAY COMPTON'S RETURN.

(By Joan.)

April 9.

To-night is a bright night theatrically for many people, because it brings Fay Compton back to the Westend. She is playing lead in Walter Hackett's new comedy, "Other Men's Wives," which he is producing this evening at St. Martin's Theatre.

Lately Miss Compton has been doing so many other things, including a considerable amount of film work and making some delightful "kiddie" records for the gramophone, that she does not seem to have had any time for the stage.

Femme de Chambre.

She has, I hear, a striking part in the new play. It is that of a femme de chambre, and should give Miss Compton the additional opportunity of looking, as well as being, most attractive.

"Other Men's Wives" is a short east piece, and has only one other woman's part in it.

Melba's New Home?

The eternally vivacious Melba is about to purchase a villa in Honolulu, a New Zealand correspondent tells me.

The prima donna recently passed through Auckland, on her way to Australia from Honolulu, where she has been holiday-making, and she could not find words sufficiently glowing for the charms of Honolulu.

No Reception.

The modern society wedding follows no set rule. Some are great crushes, amazing for the elaboration and costliness of arrangement, with "advance rehearsals" to ensure that no fragment of the pageantry shall go astray.

On the other hand, a large number of equally important weddings are distinguished by their simplicity and complete lack of ornament. The society bride of the moment can please herself entirely when arranging the details of her wedding, and if she sends out no invitations and has no reception she will be following fashion very prevalent at present.

The Flirting Handkerchief.

A new fashion—an evening handkerchief—is beginning to appear in the night clubs restaurants.

This is a large and handsome square of silk, which the owner flourishes in her hand, and its ostensible purpose is to protect her partner from the smears of wet-white with which her arms are treated.

These handkerchiefs are bordered often with gold or silver lace, and they have a picturesquely use when smartly flaunted.



An attractive jumper in pinky-beige, the fashionable new colour.

be shut up in the pantry, or some other question which shows that her attention has been wandering far afield.

There are not only hostesses, but whole families, who never seem to listen properly, even to guests.

And in the interests of sanity and self-preservation they should be known and labelled, for it is a terrible experience to be plunged into the midst of one, unless you have an inexhaustible store of one-sentence remarks, which can pass as being fairly intelligent. H.M.

BOUFFANT VERSUS SLINKY SILHOUETTE.

SUMMER GOWNS, WHATEVER THEIR DESIGN PROMISE FEMININE GRACE.



A bouffant gown for every type: left, a demure frock of jade green moire with Queen Ann collar; centre, a youthful and frivolous pink organdie with gold thread lace and bertha collar; right, a sophisticated black net with gold applique.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, Apr. 12. Madelaine has sketched for us this week an extremely useful and becoming frock for warm weather wear. It is in flowered nimon or georgette and the skirt is, as you will see, full and graceful; while height and slender ness are accentuated by the pointed yoke on the skirt. A slight gathering on the shoulders gives a softness to the bodice and mitigates any tendency towards a too-full figure. For the making of this delectable garment you require six yards of thirty six inch material. Now that the people who are casting for the next Drury Lane play—"The Show Boat"—are experiencing difficulty in finding girls sufficiently well covered to rank as "Show Ladies" (reminiscent of the old-time "Gibson" girl, you remember?) it is possible that there will be reaction in favour of a little more flesh on one's bones; for fashions nearly always start with the stage, whatever people may think about the power of the Parisian dress designer. It is true that Sir Alfred Butt only wanted twelve "Show Ladies," but the very fact that a dozen women who are not what Michael Arlen calls "hippies and bobbies" can find favour in a theatrical manager's sight is enough to give a filip to flesh!

Vanity Street.

Then our smaller picture is of a most attractive jumper almost bordering on "fuffy." This would be ideal for giving a gracious line to someone who might be unfortunate enough to approximate—may one say scragginess? As you will see, the cascade in front, terminating in a centre bow, is just the kind of thing for the purpose. The model was in a pale pinky-beige silk—a somewhat elusive colour, very fashionable at the moment and most becoming, but of course you would adapt your colour accordingly. The modern tendency is to have skirts matching the tops, thereby rendering a jumper and skirt equal to a dress, and I must say that for my own part I think the idea is a great improvement on the contrasting arrangement which, nine times out of ten, had the effect of cutting the wearer in half—speaking figuratively—and very few women, except the lady em-

ployed by the St. George's Hall illusionists, can emerge from this process triumphantly.

Is That So?

We do not see enough of Mr. Dennis Eadie—whose picture our artist has sketched for you here—with—and somehow these days he doesn't get such good plays for himself as during the period of his co-management with Mr. Vedrenne at the Royalty Theatre. All ardent playgoers remember plays like "Milestones," "My Lady's Dress," "The Man Who Stayed At Home" and "Billedet," in which Mr. Eadie appeared with distinction; and among the more recent ones there was "At Mrs. Beam's." After that—although he has been in several—nothing "leaps to the mind," and

next General Election they are planning to give all three political parties equal facilities for putting their respective cases before the electors—not forgetting, but with a very wide-open eye to, the extra five million! Last Election I understand Mr. Baldwin, Mr. MacDonald and Lord Oxford each had one speech broadcast, and in this connexion the Premier achieved success far the best results, because with his usual forthrightness, he elected to go to the broadcasting studio and give a special oration; whereas Mr. MacDonald merely had microphone in front of him at a rather tempestuous meeting and a little too much of the controversial element "got over," and Lord Oxford was unfortunate enough to be almost inaudible from his meeting. However, things have moved at the B.B.C. since then, and we shall probably sustain some very concentrated attack, while the man—or woman—who wishes to abstain from politics will not only have to shut themselves up at home, but switch off the wireless also!

The Street of Adventure.

I think Miss Adelaide Eden Phillips, entirely on her own merits, and not by virtue of being the daughter of a famous writer, has got to the point where we feel that any of her books are worth reading. There is a force and clarity about her which is a refreshing change after some of the ambiguity and obscurity, heart-searching, soul-analysis, we are asked to accept, as entartaining fiction.

The only justification for sitting down to write a novel or a play is that one has a story to tell, an idea to impart, or a message to give. To expect the general public to be interested in the vague workings of one's mind and unravel things for themselves is an impertinence. I have, however, digressed from "Miss Phillips' book, "A Marriage" (Thornton Butterworth) which suffers from none of the drawbacks and irritations I have mentioned. It is a story, told with great restraint by the wife of a great dramatist, and by its very simplicity gets big effects. Certainly a book for the library list.

his admirers are hoping to see him again in something which really matters. He is fifty-three years old—a most attractive age for a popular actor—and started life, I believe, in a bank. I know he was a leading light—one might almost say a blinding light—in an amateur theatrical enterprise with which some friends of mine were connected in their youth, and it was then perfectly obvious that he was born for the profession. During the last year he has been seen on the variety stage with his present leading lady, Miss Phyllis Titmus, and has also been "on the air," as the Americans would say; but as far as the latter goes, it would be difficult to think of any prominent actor or actress who has not.

Talking of the "air"—otherwise the wireless—I am told that at the

Ready-Mades.

Women buy ready-made dresses in order to save time rather than because they believe the ready-mades have more style, or because they especially care how they look. This rather interesting fact has been dis-

covered by the federal Bureau of Home Economics. Seventy-two percent of women who answered a questionnaire as to why they bought ready-made clothes said it was because "it saved time."

Just one more proof that modern woman is more inter-

GRACEFUL GOWNS.

WHOLELY FEMININE AND LOVELY.

There is a rift among styles just now for wear after the electric lights gleam. The two rivals are the clinging, slinky gowns of moulded silhouette and unbalanced, trailing hemlines and the crisp, bouffant gown of studied symmetry.

The former usually applies chiffon, lace or some other soft supple medium. The latter uses rippling tulle, vigorous taffeta, lively marquisette, fresh organdie, or lace or tulles over a foundation that holds them out briskly.

They Lend Dignity.

Intelligent styling gives new bouffant gowns dignity as well as that appealing youthful air they inevitably exude.

The choice of materials sometimes decides just what type of bouffant a summer gown should be. But necklines, bodice structure and hip-lines are the points that the skilled hand concentrates on to give individual character to a bouffant gown.

Different materials and different colours are used when two bouffant gowns are selected for two such varied types as a woman of middle years and a debutante.

Quaint and most demure is a period bouffant gown of sleek jade green moire that adapts the Queen Ann collar and the medieval basque to modern times. Bands of deep bluish green trim the very full-skirt and edge the Queen Ann collar that is held off the shoulders by narrow straps of the lighter green.

In this gown the basque is cut in a novel line and that line emphasized by a minute piping of the darker green. The fullness of the skirts shirrs in tiers, following this line and concentrates on either side of the front and back, giving a swinging movement when M-lady walks.

The spirit of balmy summer evenings is present in the dainty pink organdie and gold-thread lace. Here is a frock as sweet and fresh as the young girl who should wear it. The cape influence is noted in the bertha collar that takes a one-sided closing and the feminine note of the year suggests the soft pink net which edges this as well as the uneven skirt.

Colour for Summer.

The gold lace threading the skirt adds a richness to the crisp organdie. And a smart bow and sash of turquoise blue satin ribbon strike a most summery colour note for decoration.

In contradiction to the striking youthfulness and "sweet sixteen" freshness of this organdie frock is the sophisticated black net over taffeta gown—the modish attire of the modish woman in her middle years.

The bouffant skirt concentrates its fullness on side paniers which stand out in most charming manner. The lightness of the net is balanced to dignity by the crisp black taffeta under it. Sumptuous and richly colourful is the border of gold in an apple design which ornaments the bodice and skirt of this gown.

Final Touch.

To give a last sophisticated touch, the neckline is the illusive one that uses the strap shoulder under net.

Whether Milady wishes demure, dainty or sophisticated gowns for evening, the bouffant, if properly styled and executed, offers quite the eminently correct answer to her problem.



Oldly modern is this morocan floor cushion with a design in blue, red and yellow leather which is so antique that it looks like a rug.

THIS WEEK'S RECIPE.

FRUIT & CREAM SANDWICH.

A fruit and cream sandwich makes a delightful variation on the more usual jam sponge sandwich. The sponge sandwich is made in the ordinary manner, except that the mixture is cooked in one deep tin instead of two shallow ones. The jam, fruit and cream are not added to the sponge until it is cold.

Required 3 eggs, 3 tablespoonsfuls sugar, half teaspoonful baking powder, 2oz flour, some tinned peaches or pears, icing sugar, 1 pint cream, apricot jam.

Separate the whites of the eggs from the yolks. Whisk the whites till stiff. Beat the yolks and add to the whites. Mix in the sugar, beating vigorously, till no trace of grit can be felt when tested with finger and thumb. Add the baking powder to the sieved flour.

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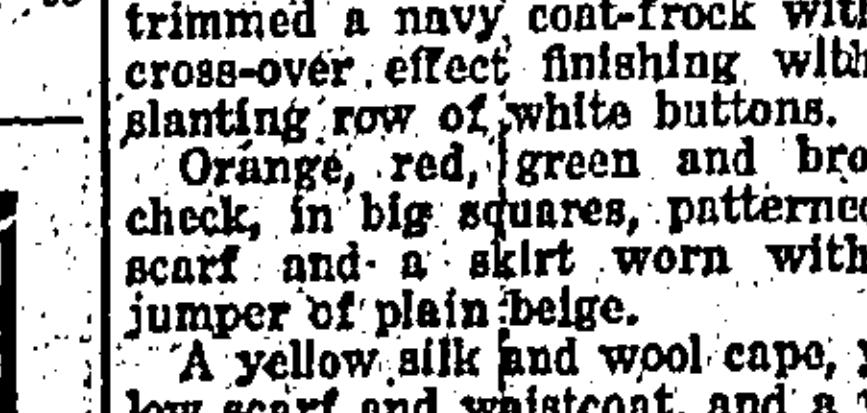
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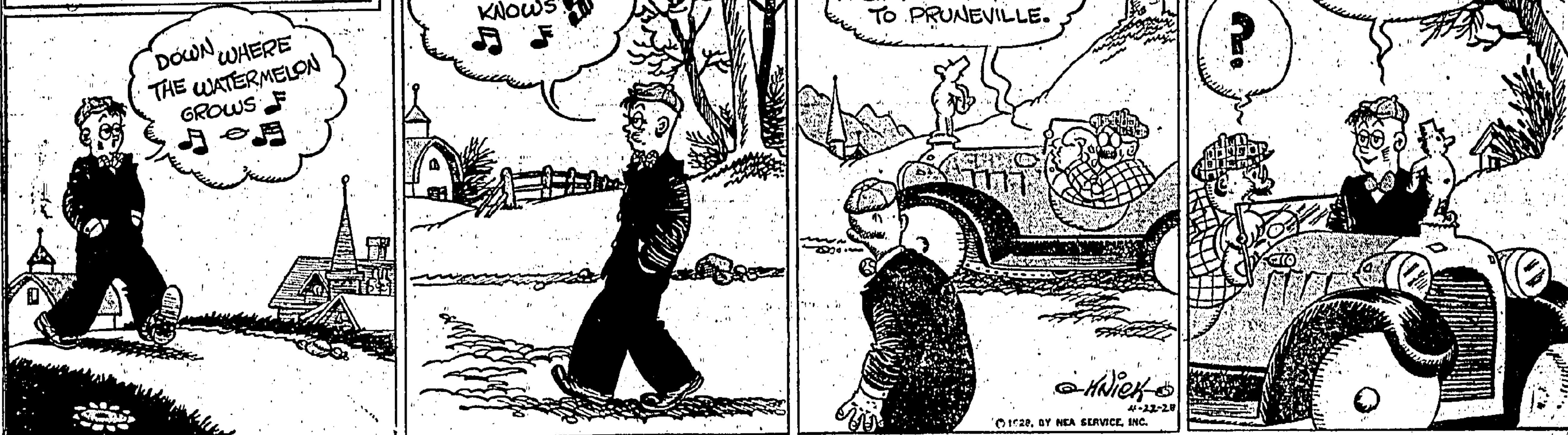
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Oldly modern is this morocan floor cushion with a design in blue, red and yellow leather which is so antique that it looks like a rug.

Red and blue flowers were introduced in the wide checks of a black and white border which adorned a white frock which was finished with a black patent belt.

J. DISRAELI (DIZZY) DUGAN



SALESMAN SAM



WHITEARMS FOR DOLLAR VALUE

NEW AMERICAN SERIAL.

GIRL ALONEBy ANNE AUSTIN.
Author of "Saint and Sinner."

CHAPTER XLVI.

"Please don't go, David!" Sully implored, but he misook her distress, occasioned by Arthur Van Horne's entirely unexpected appearance, for a plea for a longer interview which he knew would only cause them both pain.

He shook his head dumbly and strode to the door. She paused there a moment to bow jerkily first toward "Sally," then toward Van Horne, who was watching the scene with amused, cynical eyes.

David mercifully came to Sally's aid then; she closed her lips firmly over the question she had been about to fling at David with desperate urgency. She even managed to wave her hand with what she hoped was airy indifference as David opened the door.

"So!" Van Horne chuckled when the door had closed softly. "It's still Sally and David, isn't it? I'm glad I was vouchsafed a glimpse of this paragon. Astonishingly good-looking in a Norse viking sort of way, but rather a bull in a China shop here, isn't he? But I pre-

sume that is why Enid fondly hoped when she allowed him to come, I gather that she did invite him? A very clever woman, Enid. I've al-

Sally's teeth closed hurtfully over her lower lip, but she said nothing. The pain and horror of David's uncompromising rebuff were still too great to permit room in her heart for fear of Van Horne. Of course he had recognized her at once, had undoubtedly recognized her from her pictures in the papers, but what did it matter now. David was gone—gone! He had not even kissed her—

"Still afraid of me, Sally?" Van Horne laughed, as her eyes remained fixed on his face in a blind, unseeing stare.

"Afraid of you?" Sally echoed, her voice struggling strangely through pain. "Oh, you mean—?" She tried to collect her wits, to push aside the incredible fact of David's desertion, so that she could concentrate on Van Horne and the frightening significance of his presence here coupled with his knowledge of her past.

"Dear little Sally!" Van Horne said tenderly, and Sally clenched her fist to strike him for using the words which had been heavenly sweet when David had uttered them so long ago. "I told you the last time I saw you that you had not seen the last of Arthur Van Horne. I meant it, but I give you my word, I hardly expected to find you here!" I spent the deuce of a lot of time and money trying to trace you after you left the carnival. Old Byeby finally told me that you'd run away and had probably married your David. So I took my broken heart to China, Japan, Egypt and God knows where. And now like the chip who sought for the Holy Grail, I find you at home waiting for me."

"I wasn't waiting for you," Sally contradicted him indignantly. "I was waiting for David and he's just told me that he doesn't want me. I hoped I'd never see you again!"

"Why, Sally, Sally!" Van Horne chided her, his black eyes full of mocking humour. "Don't you realize that I'm the oldest friend you have in this new life of yours? I really haven't got used to the idea of your being Enid Barr's daughter. Of course I knew there was something mysterious about her overwhelming interest in Princess Lalla, but this thick old head of mine wasn't functioning very well in those days. My heart was too full of that same lovely little crystal-gazer. But when I read the rather masterly bit of fiction in the papers, the story which good old astute Courtney Barr gave out as to your parentage and his wardship which he had supplanted by a legal adoption, the old bean began to click again, and I can assure you I got a great deal of quiet enjoyment out of the thing. Fancy the impeccable Enid Barr's having—"

"Oh, stop!" Sally commanded him, flaming with anger. "Don't dare say a word against my mother—I mean, against Enid!"

"Against your mother," Van Horne corrected her sternly. "Of

course I haven't told anyone, Sally, and I don't really see why I should—if—Listen, child: don't you think we ought to have a long, comfortable talk about old times? We're likely to be interrupted here any minute by a chaperon—or by your mother or by a couple of young idiots seeking a quiet place to

idle." In Slip out of the house when the show's over—the servants' entrance will be better—and we'll go for a drive through the park."

"I shall do no such thing!"

Sally repudiated the suggestion hotly. "I'm going back to the ballroom now. Please don't come with me!"

When she arrived, breathless, at the door of the ballroom, she bumped into Enid, whose face was white and anxious and suddenly almost old.

"Darling, where have you been?" her mother whispered fiercely. "I've had Courtney and Randall and two of the footmen looking for you. This is your party, you know. You have other guests, besides David Nash. I knew it was a mistake to ask him—"

"You do love your mother, don't you?" he smiled significantly. "Maybe you'll learn to love Van a little, too. It would be—very wise."

It was half past four o'clock when the tireless debutantes were willing to call it a night. Sally braved the thing out, but her face was wan as she listened to the last comments on the success of the party which had officially launched her into the circles of society to which her mother belonged by the division of inheritance and immense wealth.

"We'll talk it all over tomorrow, sweetheart," kind said pityingly. "You run along to bed now. I've got to give a few instructions to David. But David doesn't want me. Oh, David!"

Just before supper was announced she slipped away to her own rooms, to cry the hot tears that were pressing against her eyeballs. And on her dressing table she found a note, undoubtedly placed there by her own maid after cold, shaking fingers had difficulty in opening it, for she knew at once that it was from David.

"Dear little Sally," she read, and the tears gushed then. "Forgive me for bolting like this, but I couldn't stand it any longer. You know I love you, that I'll be loving you always, but you must also know that Sally Barr cannot marry David Nash, and that anything less would be too terrible for both of us. You must be wondering why I came. I wanted to see for myself that you are happy, that your mother is good to you. And, of course, I wanted to see you again, to see if there was anything of Sally in this beautiful Sally Barr that the papers are making so much of."

It was ridiculously easy for Sally to slip out of the house, using the servants' entrance, as Van Horne had suggested. She found him waiting for her and submitted wistfully to being led to where his car was parked, a block away.

"What do you want, Van?" she asked abruptly, when the car turned into Central Park from Fifth Avenue at Eighty-fourth street, the wheels crunching the glazed crust of new snow.

"To talk with you and hold you, and possibly kiss you—oh, very possibly!" Van Horne laughed at her, reaching for her hand.

"What did you mean when you said it would be very wise for me to love you a little?" she persisted, too tired to be diplomatic. But of course she knew. He held her mother's security and happiness in the hollow of his hand. That he could destroy her own social career if he wished did not occur to her, for she had not yet learned to care about it, to prize it. But Enid must be protected at all costs.

"I think you know," Van Horne shrugged. "But why put it into words? Some things are much nicer unsaid, if they are distinctly understood. Now—will you kiss me, Sally? I've waited a long time, sweet child, and I'm naturally not a patient man."

"Not tonight," Sally said in a low, flat voice, shrinking into her own corner of the seat. "Please turn at One Hundred and Tenth street and take me home, Van. I'm utterly tired."

Sally obeyed cheerfully, exultant over her indirect promise. When Sally was creeping exhaustedly up the stairs to her room, her mother, still dressed in her formal ball gown, came hurrying frantically down to meet her.

"Darling, where have you been? I've been crazy with worry! How could you go out and meet that Nash boy so brazenly? Tonight of all nights!"

"It wasn't David, Mother," Sally said in a dead-tired voice. "It was Arthur Van Horne. He—knows all about me. He's known all along."

(To Be Continued.)

MAIDEN VOYAGE MARRED.

NEW STEAMER RUNS AGROUND ON A SANDBANK.

The L.M.S. new steamer, the Duke of Lancaster, came into collision with a dredger as she was entering the harbour at Heysham, Lancashire, recently, and ran aground on a sandbank. She was returning from her maiden trip to Belfast, and had made a perfect journey in delightful weather.

The steamer was within a few

hundred yards of her berth, and was being manoeuvred stem first, when the wind and tide swung her against the dredger. It was only a glancing blow, and the engines being immediately reversed the Duke of Lancaster swung clear. She drifted slowly on the sand.

Most of the passengers, guests of the company, were on deck, but they felt only a slight bump, and a few minutes later boarded a tug and landed in time to catch the special train to London.

The Duke of Lancaster was floated later, only slightly damaged. Apart from this occurrence, the

maiden voyage was a remarkably successfully one.

The new steamer, which has accommodation for 1,500 passengers, is a delightful ship. The single-birth cabins, of which there are 141, are a feature of the new vessel.

Sir Josiah Stamp, President of the L.M.S., speaking at a luncheon at Belfast, said the new service by the Duke of Lancaster and her sister ships, the Duke of Argyll and the Duke of Rothesay, now being built, would save on hour and a half in the journey from London to Belfast.

The Duke of Lancaster was floated later, only slightly damaged. Apart from this occurrence, the

A WIFE'S RIGHTS.

EFFECT OF DIVORCE ON A CONTRACT.

The Court of Appeal, consisting of Lord Haworth, the Master of the Rolls, and Lords Justices Lawrence and Russell, reserved judgment in an appeal from a decision of Lord Merrivale, the President, in the Divorce Court, which established an important precedent in matrimonial law.

The question was whether a wife, who agreed in a deed of separation not to sue her husband for maintenance in the event of subsequent legal proceedings, was entitled to alimony when she obtained a divorce.

The appellant was Mr. George Edgar Hughes, who appealed from the decision of the President in favour of his former wife, Mrs. Lilian Garner Hughes, who had obtained a divorce.

The President had ruled that Mrs. Hughes entered into the contract with the status of a wife, and as this status ceased to exist after divorce she was entitled to sue for maintenance.

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The President had ruled that Mrs. Hughes had not consented to bring proceedings, and he contended that the decision was wrong because it disregarded the express provision of the separation deed. The deed, he argued, remained in force notwithstanding that Mrs. Hughes no longer had the status of a wife.

After Sir James O'Connor, K.C., had replied for Mrs. Hughes, the Court reserved judgment.

£1,000,000 LOSES.

DIRECTORS AND ASSURANCE COMPANY'S AFFAIRS.

Liabilities of over £1,000,000 are referred to in a statement on the affair of the Consolidated Assurance Co., Ltd., which has been issued by the Official Receiver.

The company is in compulsory liquidation, and the statement has been compiled by Baron Amphil and Sir Samuel Hill Hill-Wood, directors.

It discloses liabilities of £1,433,714, of which £269,834 are expected to rank, and established net assets of £420,410.

A total deficiency of £1,000,564 is shown in relation to the share-holders.

In his accompanying report the Official Receiver states that the failure and insolvency are mainly attributable to the fact that the company accepted marine risks beyond its power of indemnity, and relied largely on its associated companies, which had no appreciable cash.

"The Physiological Cost of the Muscular Movements involved in Barrow Work" has been published by the Stationery Office (1s.), and gives the detailed experiments of Mr. G. P. Crowden on a barrow worker, which he carried out for the Industrial Fatigue Research Board.

To standardise the experiment, barrow loads of bricks were used on the sort of barrows used at brickworks.

A trained barrow worker, obtained from the Employment Exchange, was the subject of the experiments, and after a light break fast he was fitted up with a scientific apparatus for measuring oxygen consumption called a "Douglas bag."

He was told to wheel the loaded barrow in spurts of ten metres distances of 50 and 100 metres, and the excess of oxygen used up was noted. Then he was made to cover 150 metres without stops at a normal brisk walk.

It was proved that barrowing is a skilled job. Only the fully trained men can adequately control and balance the barrow with the minimum tension on his arms, while at the same time maintaining his body in the position which permits of maximum comfort and efficiency for the muscular movements involved.

As the result of the experiments it was found that an uninterrupted run is most important. One stop may involve 30 per cent. increase in oxygen cost of the work. Certain improvements in barrow design have also been suggested.

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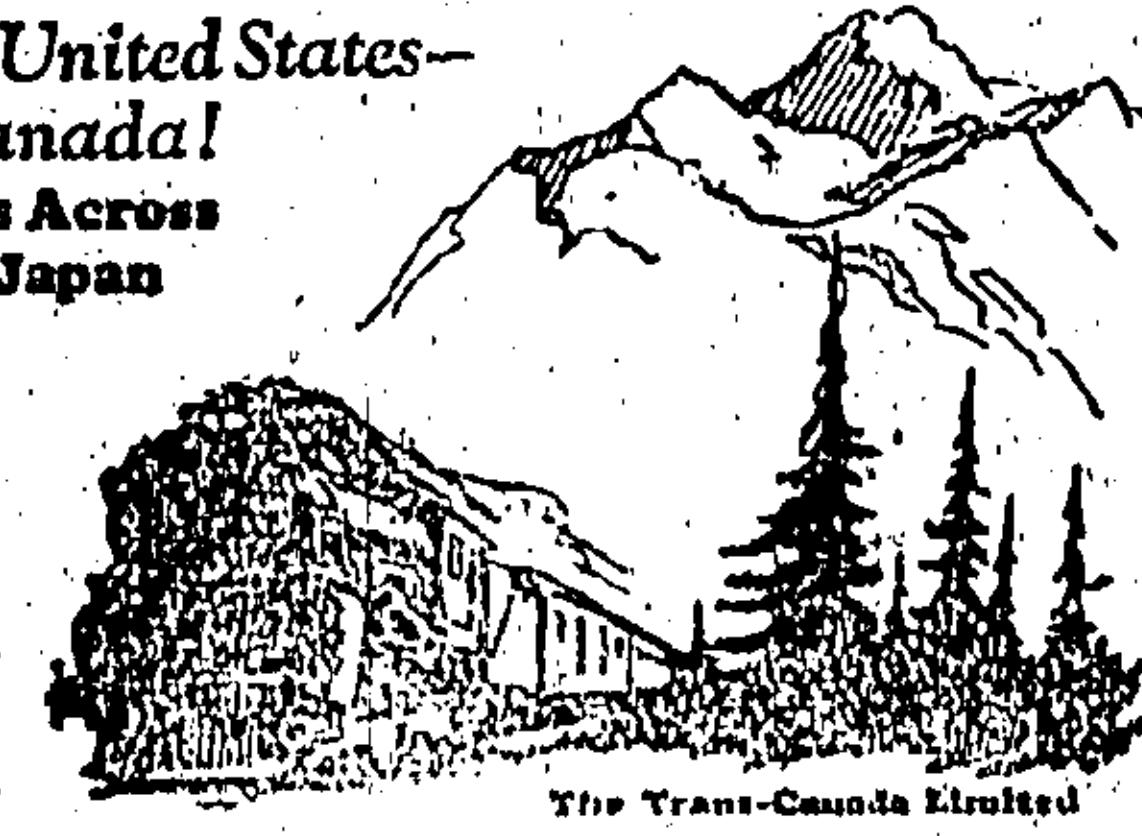
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EMPEROR OF ASIA	May 30	Jun. 2	Jun. 5	Jun. 7	Jun. 16	
EMPEROR OF CANADA	Jun. 13	Jun. 16	Jun. 19	Jun. 21	Jun. 30	
EMPEROR OF RUSSIA	July 4	July 7	July 10	July 12	July 21	
EMPEROR OF ASIA	July 18	July 21	July 24	July 26	Aug. 4	
EMPEROR OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25	
EMPEROR OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15	
EMPEROR OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29	
EMPEROR OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20	

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CROYDON BELLS LIKE PIANO.

FOR 400-FT. TOWER IN NEW YORK.

New York, Apr. 24.

When the Rockefeller Memorial carillon of 53 bells is set up in the 400-ft. tower of the millionaire family's Baptist church in Riverside Drive it will be the largest set in the world.

It is announced by the church authorities that the present carillon, made at Croydon, England, will be augmented by seven bells, and that eventually 12 more bells will be added.

The 72 bells will then have a range of six octaves, or slightly less than that of the piano.

Four of the seven new bells will have a total weight of 55 tons, five tons more than the weight of the present carillon.

20 TONS FOR DEEP C.

"The Bourdon" (the largest of the bells), also cast at Croydon, England, will sound a low C.

It will weigh 44,800 lb. (20 tons).

Altogether, the carillon of 60

bells will weigh 118 tons.

The sixth octave, which will be added eventually, will consist of 12 small bells, and will present a feat in tuning never before attempted.

Because of the size of the larger bells, electro-pneumatic mechanism has been designed for the carillonneur (bellringer). Mr. MacNeil.

"Son's Love Built Us" Say Bells. At present 53 bells are in a temporary building in Park Avenue, New York, awaiting the completion of the tower of the Baptist Church.

Mr. J. D. Rockefeller, jun., presented the carillon to the church in memory of his mother, and he is adding the other bells mentioned above.

Before the carillon of 53 was sent to America it was heard by King George and Queen Mary at the foundry of Messrs. Gillett and Johnston of Croydon. The bells were manipulated by M. Malines Cathedral (Mechlin).

"The Great Bourdon," the largest tuned bell in the world, and the fourth largest of all, is to be sent over to New York immediately.

MAGISTRATE GIVES UP HIS SALARY.

COURT TO BE ABOLISHED AS ECONOMY.

A special stipendiary court set up for Chatham and Sheerness in 1867 is to be abolished.

To facilitate the economies which will follow, Mr. Gibson, the stipendiary magistrate, has expressed his willingness to retire on May 29, 1928, before he reaches the age fixed for retirement.

No further appointment will be made, and the office and court will lapse.

The Home Secretary, who investigated the matter at the request of the Chancellor of the Exchequer, has come to the conclusion that the special circumstances which led to the setting up of the court and to the incurring of special expenditure to be borne upon national funds no longer obtain, and that sufficient provision for dealing with cases will be afforded by the ordinary courts.

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Scores of car owners were in attendance to render what assistance they could, and everything possible was done for the comfort of the patients.

Apart from the destruction of

the wing the main building is con-

"OPPRESSIVE" ACTION BY THE CROWN.

NURSES AND SOLDIERS SAVE PATIENTS.

Windsor, Apr. 25.

A wing with two wards of King Edward VII. Hospital, Windsor, which was opened by the late King Edward in 1909, was destroyed by fire this afternoon, damage estimated at between £10,000 and £15,000 being done.

The House dismissed the appeal of the Commissioners of Inland Revenue against a decision of the First Division of the Court of Session in Scotland, relating to a claim for repayment of £11,11s. 9d. income tax by a farmer of Auchterrader, on behalf of his son.

The claim concerned the tax upon the dividends on some shares bought by the father for his son when at school. The Inland Revenue resisted the claim for repayment on the ground that the shares were the property, not of the son, but of the father.

The Lord Advocate (Mr. Watson, K.C.) said the Crown would pay the entire costs whatever the result might be, it being in the nature of a test case.

Viscount Haldane said he thought it was oppressive treatment that a man with two unanimous decisions in his favour should be haled before the House of Lords when the amount was only £11 and when no question of principle obviously arose.

Viscount Dunedin said that he would have been prepared to use much stronger language had it not been for the proper undertaking given by the Lord Advocate as to costs.

BRITISH CONSULAR SERVICE.

FAR EASTERN CHANGES.

Notification of the King's approval of the following Foreign Office appointments is contained in the London Gazette of April 20th. C. J. Davidson, Esq., C.I.E., C.V.O., to be Japanese Counsellor at His Majesty's Embassy at Tokyo; O. White, Esq., to be His Majesty's Consul-General for Corea, to reside at Seoul; G. P. Paton, Esq., C.B.E., to be His Majesty's Consul for the Island of Formosa and its Dependencies, to reside at Tamsui; W. B. Cunningham, Esq., to be His Majesty's Consul for the Leased Territory of the Liaotung Peninsula, to reside at Dairen; M. B. Paske-Smith, Esq., C.B.E., to be His Majesty's Consul for the Urban Prefecture of Osaka (Osaka Fu), and the Prefectures of Shiga, Nara, Wakayama, Mie, Aichi, Toyama, and Gifu, to reside at Osaka; and P. C. Greatrex, Esq., to be His Majesty's Consul for the Consular District of Nagasaki, comprising the Prefectures of Saga, Nagasaki, Kumamoto, Miyazaki, Kagoshima, Yamaguchi, Okinawa, Fukuoka, and Okinawa (Loochoo Islands), to reside at Nagasaki (Dec. 13, 1927).

Windsor Fire Brigade was followed by Windsor Castle, Datchet, Slough, and Elton Brigades, but by this time the wards were a mass of flames, throwing off terrific heat.

When matters became serious hundreds of Coldstream Guardsmen from Victoria Barracks were marched to the scene. It is estimated that about 500 soldiers assisted.

The whole of the contents of the main building were brought out, and the hospital grounds were strewn with bedsteads, bedding, hospital stores, furniture, and other articles.

Women's Heroic Work.

Women, too, worked like Trojans in the salvage work. Thousands of spectators assembled in the vicinity of the hospital to watch the efforts of the firemen and soldiers. Many of the patients were removed on stretchers to the military hospital, and others were taken to private houses in motor-cars.

The flames were fanned by a strong wind, and so dense were the fumes that gas masks had to be worn.

Several small outbreaks occurred during the evening, and the majority of the Windsor firemen remained on duty all night.

siderably damaged.

Many of the Governors and the medical staff were in attendance to render the matron and nurses every assistance.

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LONDON SERVICE

"MENELAUS"	29th May.	M'les, London, R'dam & Hamburg
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"BRIEXENOR"	20th July.	Genoa, Havre, Liverpool & Glasgow

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Aki Maru Wednesday, 25th July.

BOMBAY via Singapore, Penang & Colombo.

Moji Maru Sunday, 27th May.

Sado Maru Monday, 11th June.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

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Rakuyo Maru Thursday, 31st May.

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TO CANTON	Kwongsong	Mon. 28th May at 9 p.m.
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S.S. “CITY OF OSAKA” via Suez Canal 13th July.

S.S. “DARDANUS” via Suez Canal 27th July.

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TABLET UNVEILED.

SIKHS AND HINDUS WHO DIED IN SERVICE.

His Excellency the Officer Administering the Government (Hon. Mr. W. T. Southorn) yesterday unveiled a tablet erected at the Indian Cemetery, Kowloon, in honour of the eight Sikh and Hindu soldiers who died in the service of the British Empire in the Colony during the Great War. The function took place in the presence of detachments from the 9/16 Punjab, the Hongkong and Singapore Brigade, the Mule Corps, the Indian Hospital at Kowloon and also from the Indian Section of the Hongkong Police Force.

His Excellency who was accompanied by his A.D.C. (Capt. Whyte) arrived at the Cemetery at 4 p.m. and was received by the G.O.C. (Major-General C. Luard) and officers of the various units present.

After inspecting a guard of honour provided by the 3/16 Punjab, His Excellency unveiled the tablet.

We have assembled to-day to unveil a memorial of those Indian soldiers who died in Hongkong while on active service during the Great War. It is, of course, known that these soldiers did not lose their lives by direct enemy action on the field of battle, but inasmuch as service to the Empire required some to fight in the trenches, some to remain at the base, and some to guard the outposts of our distant possessions, the British Government decided that there should be no differentiation in the honour paid to the memory of those soldiers who lost their lives in loyal service to the Empire in her hour of need. I

I need not remind you of the wonderful response of the Indian Empire to the nation's call for help. From the highest to the lowest in the land our Indian brothers-in-arms flocked to the support of the British cause, and some in the course of duty were posted to Hongkong. Here eight Indian soldiers died, and to their memory this tablet which I have the honour to unveil has been erected at the joint expense of the Imperial War Graves Commission and the Hongkong Memorial Fund. May it ever be a reminder of India's honourable participation in the War, and to all those races which enjoy the Pax Britannica an inspiration to loyal service to the Empire.

Burglers from the 3/16 Punjab sounded the Last Post, this being followed by a minute's silence during which the military present stood to attention. The sounding of the reveille concluded the proceedings.

JAPAN'S CABINET.

RESIGNATION OF THE MINISTER OF EDUCATION.

TOKYO, May 25. Mr. Rentaro Mizuno, the Minister of Education, has resigned.

Mr. Kazue Shoda, former Finance Minister, has been chosen to succeed Mr. Mizuno as Minister of Education.—Reuters.

New York, May 25. Mr. Thomas A. Edison has been awarded the gold medal for science of the Society of Arts and Sciences.—Reuters American Service.

FARMER'S FATE.

MURDERED NEAR RAILWAY TUNNEL.

The dead body of a Chinese farmer named Mo Cheung, 48 years of age, who resided at an unnumbered marshalled at Ho Wo Tee, Shatin District, was yesterday found near No. 8 railway tunnel, near Tai Po Kau. He had evidently been set upon and murdered as there were stab wounds on the head and body. The remains were removed to the Kowloon Mortuary.

The time of the murder is not yet known but at about eight o'clock yesterday morning a stranger, who was walking from the Taipo District, accosted another farmer at a shop in Taipo Road and informed him that he had better go and rescue a man who had been attacked and was lying in the tunnel.

The informant, who was a stranger to the district, then walked away and has not been seen since. He was dressed all in black with a black felt hat and spoke the Hakka dialect.

The body of the man was found lying inside the tunnel and some distance away there were marks of a struggle. Nearby was found a closed pocket knife, a bamboo pole and part of a torn jacket, all property belonging to the man. In addition the police found a pair of scissors and also some blood-stained paper. Although four one dollar notes were found on the body it is believed that some property was stolen.

PASSENGERS.

ARRIVED.

Per P. and O. ss. Malva from Shanghai.—Mr. R. W. Dickens, Mr. and Mrs. V. Lemberger, Capt. E. Danby-Hunter, Mr. B. Mosley, Mrs. G. MacDonald, Mr. R. Taplin, Mr. and Mrs. W. Coates, Mrs. O. A. H. and Mrs. J. M. Oliver, Mr. H. W. Lilley, Mrs. J. M. Oliver, Mr. H. W. Moon, Mr. G. K. Vasani, Mr. H. Tompkins, Mr. A. D. Watson, Mr. S. Kubomura, Mr. and Mrs. Cantrell, Mr. and Mrs. Jones, Mrs. M. E. Lord, Master A. Lord, Master L. R. Lord, Master W. W. Lord, Mr. J. W. Lord, Miss Ward, Mr. and Mrs. P. A. Morton, Mr. H. Gild, Mr. A. Hoslef, Capt. T. Meyrick, Mr. H. Spicer, Miss Kane, Mr. M. L. Haidari, Mrs. R. Brandt, Master F. Brandt, Master S. Brandt, Master T. Brandt, Mr. and Mrs. A. J. May, Mr. H. Pearson, Mr. J. Fell, Mr. L. J. Hunt, Mrs. Poo Yank, Mrs. L. Craig, Mrs. Subramaniam, Mr. Seihman, Mr. Keshwanand, Mr. Abdul Majid, Mr. Farman, Mr. O'Neill, Mr. M. Scharf, Mr. L. H. Thorne, Mr. L. Grokoff, Mr. C. Bunch, Mr. C. Turner, Mrs. J. Hobbs, Miss Bryant, Mr. D. R. MacIntosh, Mrs. Tweddle Stoddart, Eng. Conder, R. Grier, Mr. J. Campbell, Mr. H. J. Kwon, Mr. N. A. Smith, Mr. H. G. Traynor, F/Sgt. H. Wendon, Mr. A. C. Thomas, L/Cpl. Stacey, Pte. H. Stokes, Pte. Hall, Mr. A. B. Lester, Mr. H. E. Jones, Mr. R. S. Pratt, Mr. and Mrs. S. Harrison and infant, Mr. and Mrs. E. A. Lake, Mr. O. B. Perkins, Mr. and Mrs. W. Esser.

Japan's Reply.

TOKYO, May 25. The Cabinet has approved a proposal to America's anti-war proposals which, it is understood, it accepts in principle, but suggests a few minor modifications.—Reuters.

CONSIGNEES' NOTICES.

COMPAGNIE DES MESSAGERIES MARITIMES.

The Steamship "SI-KIANG" bringing cargo from DUNKIRK, ROTTERDAM, ANTWERP, LONDON, &c.

Consignees are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

All claims must be sent to me on or before Saturday, the 26th May, 1928, or they will not be recognized.

Damaged packages will be examined by the Company's Surveyor Meers, Goddard & Douglas in the presence of the Consignee at 10.00 a.m. on Friday, the 25th May, 1928.

No fire insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hongkong, 19th May, 1928.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship,

"GENERAL METZINGER"

Bringing cargo from MARSEILLE and also cargo from BORDEAUX, COGNAC &c. ex.s.s. "FORMIGNY".

Consignees are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

All claims must be sent to me on or before the Thursday, the 31st May, 1928, or they will not be recognized.

Damaged packages will be examined by the Company's Surveyor Meers, Goddard & Douglas in the presence of the Consignee at 10.00 a.m. on Saturday, the 26th May, 1928.

No fire insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hongkong, 22nd May, 1928.

THE BEN LINE STEAMERS, LIMITED.

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Manager.

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GIRL GUIDES ON WAY TO CATHEDRAL.

Above some of the Girl Guides are seen on their way to the Empire Day service at St. John's Cathedral on Thursday. (Photo: Ming Yuen).

SWATOW RAILWAY SMASH.**SECOND TO OCCUR WITHIN A WEEK.****PASSENGERS INJURED.**

Swatow, May 24.

The railway smash reported a week ago has been followed by another accident, not so fatal in its consequences, but sufficient to show that the administration of the lines is distinctly unsatisfactory.

When the evening train from Chaochowfu yesterday approached the Swatow station, the points were not adjusted and the train ran on to the goods siding, colliding with three wagons standing there.

Fortunately, the speed of the train was reduced for entering the station, and the coaches did not leave the line. Passengers were thrown about, and over ten of them were injured, but there was no serious casualty. The contents of the goods wagons were scattered over the line.

For some time it has been known that the Administration has had great trouble with the railway Labour Unions, and this suggests that discipline on the line is breaking down.—*Our Own Correspondent.*

PROHIBITED AREAS.**WHERE HAWKERS MAY NOT CRY WARES.**

The *Gazette* notifies that the second Schedule to the regulations relating to hawkers' licences has been amended by the deletion of condition 13 and the substitution therefor of the following:

Hawkers are not permitted to use or utter cries or make other noises for the purposes of buying or selling their wares or of attracting attention to their trade in the following roads, streets and areas:

City of Victoria:—(a) In Bonham, Caine and Upper Albert Roads and the areas to the south thereof; (b) within an area bounded on the north by the Harbour, on the south by Bonham, Caine and Upper Albert Roads, on the east by a line commencing at the Junction of Upper Albert Road and Garden Road and running through Garden Road, Queen's Road East and Arsenal Street to the Harbour and on the west by a line commencing in Caine Road running through Old Bailey, Cochrane Street, Lyndhurst Terrace, Wellington Street, Wyndham Street and Pedder Street to Blake Pier and including the whole of the roads and streets mentioned above; (c) Kennedy Road, Macdonnell Road and Bowen Road; (d) Wan-chai Road from Burrows Street to the junction with Tin Lok Lane, Tin Lok Lane, Morrison Gap Road and Leighton Hill Road.

In the Hill District:—The whole of the Hill District.

Kowloon:—The area to the south of—and including Austin Road.

HOW MUCH DO YOU KNOW?

The following are the replies to to-day's questions:

1. The institution of the Lord's Supper. 2. The Prince of Wales. 3. Avon Next. 4. Messer: Hever. 5. A species of African antelope standing about 4½ ft. high at the shoulder.

6. The Great Gatsby; Dr. Falstaff; The Jew of Malta; Edward II.; It; The Last Illustrian historical drama. 7. Medal introduced in 1808 and awarded to persons of either sex who have won a race. 8. The capital of the Indian Empire. 9. It is reported that the British from Asia Minor, and is connected with the Black Sea by the Bosphorus and with the Euxine by the Dardanelles. 10. The Treaty of Sèvres, 1920, placed it under the control of a commission of the Allied Powers. 11. Mr. Keckell; T. E. Lawrence; John Keats; Sir Walter Scott. 12. A river, the lower world; when the souls of the dead drink of its waters they forget the events of their previous existence. 13. In this form of poem the opening word, one or two lines occur twice, after the initial line, in the last line; all rhymes are set by the first three different endings. 14. The rendering contains thirteen lines, exclusive of the refrain. 15. 90 degrees.

Feng Closing In.

Shanghai, May 25.

Yen Hsi-shan has issued a communiqué in which he announces the capture of Tatung and Suyuan. He adds that the Shansi forces are advancing eastwards to Chahar.—Reuter.

Shanghai, May 25.

In a communiqué Feng Yu-

hsing states that the Kuomintang

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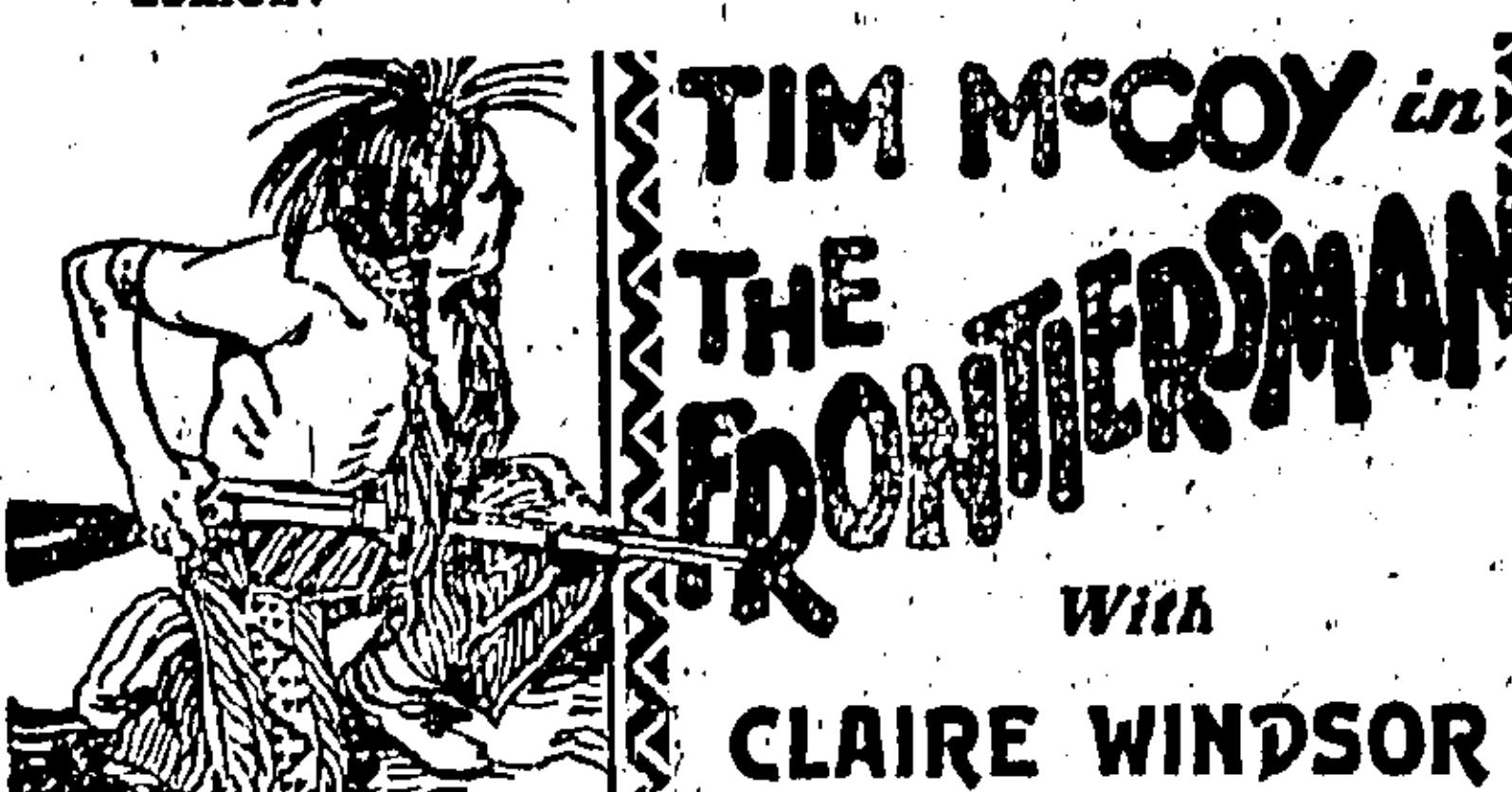
Sunday Express—Fascinated by the spectacle, a pageant of human interest that dazzles the eye and numbs the mind with its wealth of incident and grandeur. One needs new terms to describe a film of this kind. Its panorama is tremendous.

AT THE QUEEN'S FINAL SHOWINGS TO-DAY**TIMES & PRICES**

At 2.30 \$1.20, 80 cts., 60 cts. & 40 cts.
At 6.00 & 9.15 \$2.00, \$1.20, 80 cts. & 50 cts.
Services men in uniform 60 Cents to back stalls, and 40 Cents to front stalls at all performances.

Breathless Thrills!

A VIVID romance of the early Red Indian wars in which a dashing new Western star rides like a whirlwind and fights like a demon!—



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The amusing story of a bashful youth who tried to make love by the book.

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